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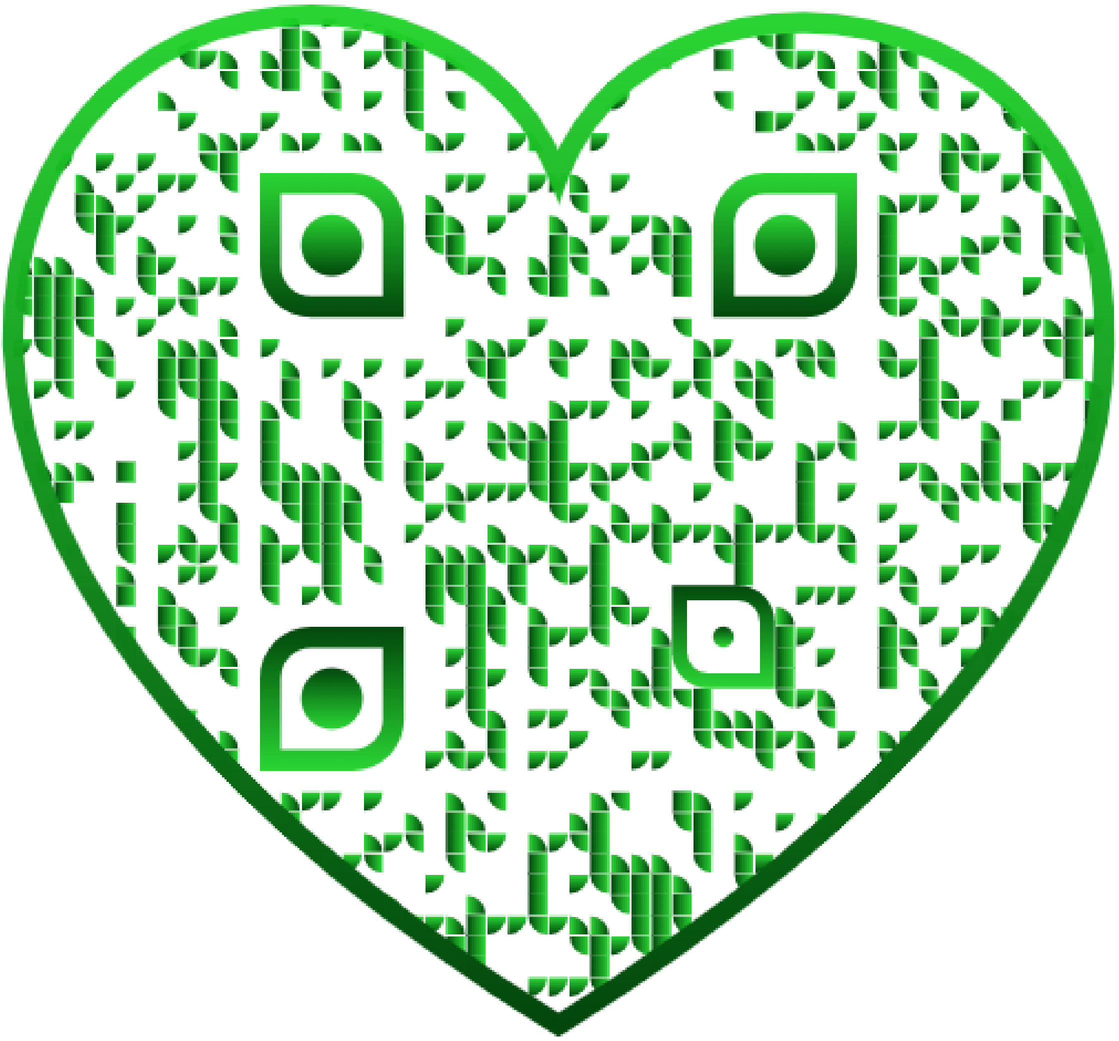

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Welcome

January 2026 *Issue 630*

With nearly two million historic vehicles owned in the UK, the scene looks healthy, but it must evolve to maintain its relevance to new, younger enthusiasts

It was a busy week for classic motoring conferences. Tuesday saw me pointing the Boxster at Coventry where JLR Classic hosted the Historic and Classic Vehicle Alliance for its latest Heritage Matters day. Four days later I took the E-type to the British Motor Museum, venue for the Federation of British Historic Vehicle Clubs' AGM and reveal of the 2025 National Historic Vehicle Survey. While the HCVA is a trade body and the FBHVC primarily represents classic vehicle owners via the clubs, they share the same concerns.

As the Federation's legislation director, Lindsay Irvine, summed up, the primary risks have so far come from rules aimed at making modern cars safer, cleaner and more legal, but with the side-effect of impinging on freedom to use historic vehicles. That's been overtaken by social and economic factors – an ageing demographic of both owners and people working in our industry, and cost-of-living pressures challenging ownership.

Both the HCVA and the FBHVC wrestled with the factors deterring young people from getting into historic vehicles. As Holly Janković of GTO Engineering, speaking at the Heritage Matters Day, put it, 'Perception is a huge problem, young people see this world as stuffy, and they don't see people like them in key roles.'

Encouragingly, more than half of historic vehicle enthusiasts the Federation surveyed have a 1994-2003-built classic, a sign that the scene isn't stuck in its own past. And while cars like our Cosworth Sierra cover star are too old to fall into the Federation's Youngtimer bracket, and too expensive for pretty much anyone genuinely young to afford, it's a vanguard of the post-chrome classics that young(er) enthusiasts can relate to. Whether it's from your era or not, I challenge anyone to resist its ability to turn heads while it's either taking part in an event or out flaunting its provocative wing and giddy turbo boost on the open road.

Despite being rather Gen X in my choice of E-type, I see a classic car as anything interesting, out of production and decreasingly seen in daily use.

Enjoy the issue.

Phil Bell

Phil Bell, Group Editor

The face of the classic car scene must evolve if it's to maintain a supply of new enthusiasts

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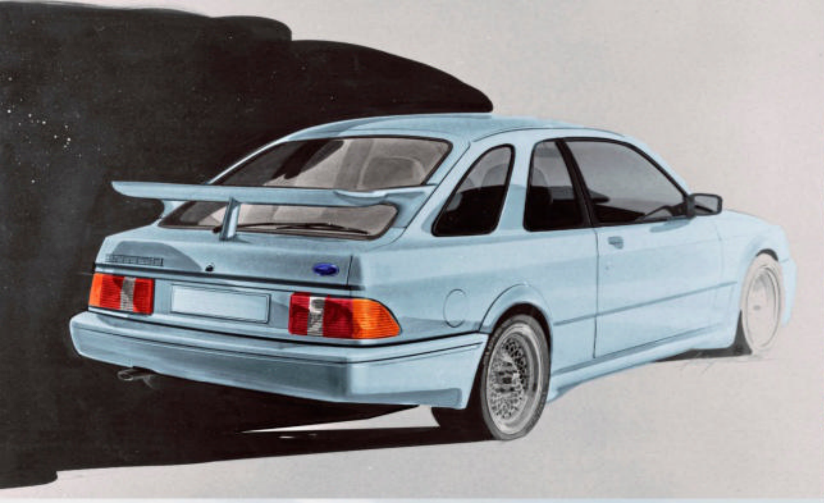

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[The List]

Your Dream Drive made real

'It's definitely not just a posh Beetle'

Serial air-cooled VW owner Gordie Woollacott had always wanted to step up to a **Porsche 911**, so we put him behind the wheel of his dream drive to see if the hype meets reality

Words JAMES PEENE Photography RICH PEARCE

It's often said that you should never meet your heroes, but after only a few minutes in the company of Simon Davey's Continental Orange Porsche 911SC, this is proving otherwise for classic car enthusiast Gordie Woollacott. Totally smitten, he laughs as he says, 'It's really bright, isn't it? You certainly wouldn't lose it in a crowd, that's for sure. It looks really loud and aggressive and just shouts "Porsche" at you. Well, "Carrera" if you're reading the script along the body.'

Out on the Devonshire A and B-roads that form our test route for this dream drive, Gordie is soon in the swing of things, so I ask the obvious question, 'Why an air-cooled 911? You're clearly a child of the Seventies who grew up in the Eighties so was it a poster car for you?' Laughing again, he says, 'It still is. I've got a poster of one on my garage wall and another in a frame hanging on my living room wall. Weirdly enough, the tagline for the one at home says, "You may get lost, but not in the crowd."

'I'm an air-cooled Volkswagen guy so my love for the 911 spawned from the Beetle thing. I was a bit of a boy racer and got my first Bug in 1999. After I crashed my Fiesta RS Turbo I decided I needed to slow down a bit so that I didn't die, so I went for a VW. I went from over 100bhp to a 34bhp 1200 Beetle that I painted Peugeot Blaze Yellow. I carried my boy racer days over into VW ownership and have never really been without a rear-engined, air-cooled car ever since. If you get into Beetles, then it's kind of a given that you have a thing for old Porsches, too, because they're almost the ultimate Beetle. I know some people call it that, but now I'm driving an air-cooled 911, I can honestly say, it is *definitely not* just a posh Beetle. It really isn't. I know it shares the heritage and when you strip it back and look at how it's built, laid out and the design, there are obvious similarities, but not when you get in it. This is something else entirely.

'My old boss used to have a 964 in the Nineties. He was all long hair and flash suits, and he'd drive over from Jersey in it. I used to think he was the coolest guy ever. A bit *Miami Vice*. I did own a 911 for a brief moment, but not really long enough. It was a 996.1 Carrera 4 I bought just to pop my 911 cherry, and while I really wanted an air-cooled one, it was the affordable way into 911 ownership. I bought it at auction, and the oil light came on when I was driving home. I immediately thought, "Oh no, I'm done for." I took it to Porsche Honiton, which fixed it,

GORDIE WOOLLACOTT'S TOP TEN

Porsche 911
'Air-cooled models. I'm across the board on these. I couldn't nail it down to a specific year, so when I get one, it will come down to affordability.'

Porsche 911 (964)
'My old boss used to drive one when they were new. He'd drive over from Jersey, and he was just the ultimate in cool.'

Volkswagen Type 34
'The Karmann Ghia Razor Edge. I had one for a little while and absolutely loved it. It's one car I was really sad to see go.'

Mercedes-Benz 300SL
'To me, the Gullwing is the most beautiful car ever. If my lottery numbers come up, I'll own one.'

Mercedes-Benz W111
'I adore the stacked headlights, and the overall styling is stunning. It would be a 220SE Cabriolet.'

BMW M3 (E46)
'I'm all about the E-numbers with these. I love the performance, the flared wheelarches and the German build quality.'

Triumph GT6
'I feel like I should have some British cars in the list, and as I've gotten older, I've really developed a liking for these.'

Ford Escort RS Turbo (Series 1)
'It's one of the cars I remember from my youth and the first car I looked back on as I got older and really appreciated.'

Renault 5 GT Turbo
'I had one in my youth – back in my boy racer days – and I loved the driving position, the chunky steering wheel and, of course, the turbocharged performance.'

Volvo P1800
'I loved my old Volvo Amazon. The P1800 has lovely lines and they're basically an Amazon underneath.'

'Pascha' trim marks this 911 out as a Seventies/ Eighties G-Series model

'It has a proper analogue feel, it's all super responsive'

Gordie (seated) finally scratches his long-held air-cooled 911 itch

Five-dial layout a 911 trademark for over 60 years

sorted a few oil leaks and changed the notorious intermediate shaft bearing for peace of mind. I drove it over early one autumn morning on roads just like this, over the Black Downs. It was a crisp, sunny day, there was nothing else around, and the engine really did sound like a musical instrument. It was the best drive of my life. When I arrived, I told the guys in the workshop I felt like I'd just had a religious experience. They looked at me like I was just a weirdo in the cheapest, most unloved 911 there is.

'I know it's a cliché, but everything about this just feels so much rawer. The 996 felt like a modern car but this feels old – in a good way, it has a proper analogue feel – and everything is super responsive. You feel like you're in charge of every part of the car, not the other way around. It's like certain dogs that are well-behaved and sit there listening to every word, just waiting for a command. The second you set them free they're off and do absolutely everything you say. This car feels like a gun dog.

'With other cars I've driven, you move the steering wheel and they're like, "Oh, you want to turn? Okay, in a minute" or "You're putting your foot down? Okay, we'll go now", but everything in this is bang, bang, bang. I touch the steering wheel and the car immediately points to where I want it to go; I only have to think about the throttle and it seems to accelerate. I don't know if they're all like this or if Simon's is just a well-sorted example.'

Simon's SC is a particularly well-restored example. Pulling over to take some static shots, we use the time to find out a little more about this car. 'It's a 1980 911 that has been built to look like a 1974 Carrera MFI,' Simon says. 'The previous owner spared no expense on the restoration. Back in 2010 it was stripped to a bare 'shell and placed on a rotisserie. The colour was changed from silver to Continental Orange and every part was replaced with genuine items. Everything was rebuilt, re-anodized or replaced. The graphics and ducktail spoiler were added later, but I still have the original decklid if I ever want to refit it.

'All the mechanicals and suspension were gone through, a hydraulic timing chain tensioner was added, the bottom end and cylinder heads were rebuilt, and everything was lightened and balanced which makes for a really crisp, responsive engine. It always starts and runs perfectly with no gearbox or differential whine. The interior was retrimmed in period Pasha material and there's a new black headliner, sun visors, carpets, door cards, and dash pad. It's like sitting in a brand new 911 back in 1980.'

'I love how clean and simple everything is,' agrees Gordie. 'It's old-school so there are no bells and whistles. It's just a nice black-toned interior and it has everything you need, and it is surprisingly comfortable, too. I can imagine driving it long distances and still climbing out feeling fresh. I'm not into modern car interiors with all their touchscreens and fancy gizmos that apparently we can't do without now. In this, I'm just looking at five gauges with the most important one – the rev counter – staring me straight in the face.

‘When you give it some power, it just feels and sounds epic’

Rear-engine location has endured since 911’s birth

Flat-six with 180bhp for 1977 911SC; up to 201bhp by 1980

‘I’ve only just noticed it has a radio. If this were my car, I’m sure I’d never turn it on – I’d just be listening to the engine the whole time. It sounds – and smells – exactly how I want it to. It’s mechanical and quite raucous compared to my 996. Going from that to this, you can tell how much Porsche has refined the 911 over the intervening years, but the lineage is still there in the dash – it’s the same classic 911 layout. It sounds obvious, but you’re also much less cocooned from everything in a 911 of this era. It’s altogether a much louder and a more aggressive driving experience. Exactly what I was hoping for.

‘I haven’t really pushed it as hard as I would if it were my own car. I’m appreciative to Simon for entrusting me with it, so I’ve been super respectful the whole time, but if it were mine, I’d love to push it harder and take it higher up the rev range. When we started out today, Simon drove it to show me the ropes, giving it some power, and it just felt and sounded epic. It gave me a real sense of what this car is capable of and how I could treat it if it were my own.

‘What’s surprised me today is just how much faith Simon has in the engine because he hasn’t wanted to switch it off at all. Every time we’ve pulled over to chat about our route or to get a photo, I’ve asked if he wanted me to shut it down, and he’s just said to keep it running. It hasn’t stuttered at all, and the temperature has remained constant. It runs like a sewing machine, and you can see why these cars built up such a reputation for being reliable.

‘I was a little nervous beforehand that it was going to be let down or feel disappointing because of what a lot of other people have told me about this generation of 911. I know someone who has owned a lot of these – some very nice examples – and he said he’s never owned one he enjoyed driving. He said the clutch is heavy and he didn’t like the steering, but that’s not been my experience. I’ve driven a lot of old cars and while the pedal is a little stiff, it’s not been an issue for me at all – I can feel I’m pushing the clutch down and it’s pulling a cable. It makes me feel connected and in control. It’s all so mechanical and that’s a huge part of the fun for me. I probably like it for all the reasons that my friend didn’t.

‘The steering is nicely weighted too. I’ve not felt like I’ve upset the Porsche in

1980 Porsche 911SC

Engine 2994cc horizontally opposed six-cylinder, two valves per cylinder, air-cooled, sohc per bank, Bosch K-Jetronic fuel injection **Power and torque** 201bhp @ 5900rpm; 195lb ft @ 4300rpm **Transmission** Type 915/62 five speed gearbox, rear wheel drive **Steering** Rack and pinion **Suspension** Front: independent; wishbones, MacPherson struts, longitudinal torsion bars, telescopic dampers, anti-roll bar. Rear: independent; semi-trailing arms, transverse torsion bars, telescopic dampers, anti-roll bar. **Brakes** Front and rear: vented discs, servo-assisted **Performance Top speed**: 148mph; **0-60mph**: 5.7sec **Weight** 1219kg (2688lb) **Fuel consumption** 16-31mpg **Cost new** £16,731 ***Classic Cars* Price Guide** £27,000-£60,000 (standard model, this car valued at £80,000)

Wouldn't life always be sunny in a Continental Orange 911SC?

anyway on these bumpy roads. At low speeds it is quite heavy, but that goes away as the speed comes on. Simon said he doesn't like to take it over 100mph because the front end gets quite light, but I'll have to take his word for that!'

Back at Simon's unit and with the keys begrudgingly handed back, I pose the ultimate question – has the reality of today's drive lived up to the dream? 'One hundred percent,' Gordie says, without hesitation. 'How could it not? Beyond working to provide for my family, owning an air-cooled 911 is now my number one priority. I'm quite reserved about colour, so as much as I love the look of this, when I eventually buy one for myself – and I *will* buy one – it would be something a bit less in your face. I don't like to be a show-off with my cars, and I'd rather be able to have a fancy car that nobody cares about.

'I don't think Simon will mind me saying this, but this is definitely a "show-off" car. In a dream world, if I could afford a collection of cars, I'd have this in my garage for the times I wanted to take it out and drive it, let's say, in a spirited manner. But then that's what today has been about hasn't it. Driving a dream car – and this is very much a dream car – perhaps not quite the one you'd want to drive every day, but driving something you've always fantasized about, and this is absolutely a fantasy car. It lives up to that, and more.

'Having now driven an air-cooled 911, if I could afford not to go back to an air-cooled Volkswagen I never would again. They're like comparing apples to oranges. I'd be like that guy who's owned his 911 Turbo for years and years and has put something like 800,000 miles on it and drives it absolutely everywhere. I love that he does that with his. I'd have one of these tomorrow if I could. Just maybe not in orange!

'I really can't thank Simon – or *Classic Cars* – enough for allowing me to scratch the air-cooled Porsche itch that's been bugging me for more years than I care to remember. The only cure is to go away and buy one for myself. Today has been a genuine absolute blast and a real dream come true.'

[*Want a Drive?*]

Classic Cars will make a dream drive happen for one reader in every issue. Send us your list of the ten cars you'd most want to drive and why, along with a CV of the classic cars you've owned to *thelist@classiccarsmagazine.co.uk*. Be prepared for the photoshoot glamour of an early start and a long drive to get there.

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NEXT MONTH: FORD CAPRI

GORDIE WOOLLACOTT'S CAR CV

1988 CITROEN AX GT
'My first proper car. My mates had XR2s/XR3s. I like to be different. It was the bee's knees.'

1969 VW TYPE 34 RAZOR EDGE
'A rare Karmann Ghia that I would have loved to keep. It had a full EVA Resto air-ride set up.'

1962 VOLKSWAGEN BUGGY
'A GP MkI with original Wolfrace Slot mags. Hot Wheels graphics were a fun touch.'

1999 PORSCHE 996.1 CARRERA 4
'Bought to pop my 911 cherry. It's the unloved, cheap way into a 911; it was a great car to drive.'

2004 BMW ALPINA B3S
'One of the last E46 Cabrios built, low mileage and original. It drove as well as it looked.'

1970 VW KEMPERINK
'My current camper. It was already lowered, and I'm slowly putting my own stamp on it.'

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CHASING CARS

Quentin Willson's hot tips

There's great value out there

With this Daytona dropping down towards £300k, is it time to buy top-end tackle?

For the last decade, a good Ferrari Daytona coupé was always worth around half-a-mill – give or take. That seemed the benchmark price. And it was a number that held steady like the needle on a barometer. Rain or shine. In fact, the average Daytona price since 2020 has been on historic form at £457,947.

But that's changing, with Bonhams at the Goodwood Revival meeting in September selling a very lovely right-hook UK-supplied 1973 example for just £309,350, including premium. That's the lowest price I've seen since 2010, which is quite a revelation. Having said that, back in July a lovely 1973 car, a 34,000-miler, was sold by RM Sotheby's at Cliveden House for £398,750, which may have put pressure on the price of this one.

EPV 666L was a mint, matching numbers example with original Rosso Corsa paint and Nero leather, it had Lord Beaverbrook among its previous owners and was pictured in a definitive Ferrari marque book in the Eighties. The mileage was high-ish for a Ferrari at 71,000 but there was a history folder with 'substantial' maintenance and restoration invoices, old MoT certificates, original order paperwork from Maranello plus a Massini report. While it looked absolutely perfect and beautifully presented, EPV had been carefully stored since its last service by Stratstone in 2014 and not driven, so needed full recommissioning for the road. But at £150k behind historic values, even with a big service and a set of new Michelin XWXs at £500 a corner, you'd still be way ahead.

When you look at recent auction results – in May, Bonhams in Miami sold a US-delivered, highly original '73 in Nero with long ownership for £374,298 – there's clearly a price correction going on. The fabled 365 GTB/4 Daytona, so long a bellweather for the high-end classic car market, has seen its crown slip.

But we shouldn't be surprised. Values of most UK asset classes except gold have declined. Equities, gilts, houses in Mayfair, diamonds, fine wine, fine art and vintage watches have all fallen. It's ironic that the ill-considered fiscal policies of this government have had the unintended consequence of making classic Ferrari Daytonas cheaper.

> 'The Daytona, so long a bellweather for the high-end classic car market, has seen its crown slip'

Seventies Porsche 911 bargains aren't just a fantasy

Who said all the cheap Seventies 911s had gone? At Bonhams' Beaulieu sale in September, a charmingly original good-looking two-owner 1977 911 Targa 2.7 made just £19,750 including premium. That's significantly below the current market price. In special-order Platinum Metallic with 150k miles, but a specialist engine rebuild in 2010, it wasn't a ratty Seventies Porker project. Recently resprayed, with a decent beige interior, 'cookie cutter' alloys and a private plate, 1695 MK, this handsome, original Targa looked to have come out of cherished long-term ownership.

There was no mention of history, apart from it being a regular visitor to HP Porsche Ltd in Ilford for repairs and servicing. In fact, the catalogue description didn't do the car justice. It sat well, had a fine, straight and level body, undamaged interior and a very clean engine compartment. Just putting on a set of classic Fuchs five-spokes and a good toothbrush valet would have done wonders for its kerbside appeal. Had I been there, I'd have definitely stuck my hand up. To own a fine two-owner '77 911 for less than £20k seems a steal to me, even if it wasn't a 3.0 litre.

I'm not sure what the takeaway here is. The HAGI Indices for August show an uplift across most sectors of the collectors' car market, with the strongest marque index reported being the HAGI P (classic Porsche), up 13.5 percent. Perhaps in September all the vintage Porsche fanciers were still holidaying on beaches in Barbados, because this is one classic 911 that definitely slipped under the radar. A blindingly good buy.

MORE QUENTIN WILLSON P37

A hint that Mini Coopers could be getting cheaper

Rejoice everybody. Looks like you can now buy a nicely restored Sixties Mini Cooper for ten grand. That's how much changed hands at Manor Park's Runcorn sale in September for a pukka 1969 Cooper MkII. In Snowberry White with black roof and black trim, and sitting on Minilite-style alloys, it had lots of evidence of a previous complete restoration: a lovely underside, painted suspension and subframes, new brake and fuel lines, painted gearbox and engine and signs of monster lavishing of time and money. Purists might wince that the factory-fitted 998cc had been replaced with a later 1380cc unit, but for this money there's financial headroom to reinstate a period-correct engine. But why would you? This was a ready-to-go, peppy-driving Cooper offering bundles of charm.

Straight panels, good gaps, deep paint and sitting well, there wasn't much that needed doing. The black interior looked inviting, with good carpets, door cards, rear seat, 100mph speedo, a set of period front buckets and a Moto Lita leather rim. Originally sold new in Northern Ireland, it had some history including an old green logbook, previous MoTs and restoration photos, but the indicated mileage at 67,000 wasn't warranted. The deceased owner had obviously wanted a quick Cooper, because the front discs had been upgraded and a big-bore exhaust fitted. I feel it was sold at considerably less than its original purchase and restoration costs. Non-original engine or not, for the money I thought this poppet of a Cooper was a screaming bargain and extremely well bought.

ASK QUENTIN

Not sure whether now's the right time to buy, sell or hang onto that classic?

Email *classic.cars@bauermedia.co.uk* with **'Ask Quentin'** in the subject line.

What to do with our low-mileage 944?
My husband is nearly 90 and unfortunately has not been able to drive his 1989 Porsche 944 2.7 for years, so it's up on blocks with the battery on trickle charge. It's one-owner with only 23,000 on the clock. Your expert advice would be appreciated.
Mrs Rena Titley for Mr J Titley

Your 944 sounds an exceptional survivor. With one owner and a genuine 23,000 miles, it's very special indeed. I think it could be worth over £20,000. You have two options: spend some money valeting and servicing and then put it through an auction or, given that buyers like 'barn finds' in original condition, put it through an auction as it is – but making sure it drives and starts, with fresh oil and a new battery. Any of the major auction houses like Iconic, H&H or Bonhams will help and will collect the car from you. We will pass on your details if any of our readers are interested. Don't undersell, though – this is one of the lowest-mileage 944s around.
Quentin Willson

How to track real prices?
I have happy memories of my old TR2, which I ran for two years in my early twenties, buying for £90 and selling for £100. It no longer exists – which does not surprise me since it was not in very good condition. In the September issue, you reported on a 1956 TR3 sold at auction for less than £13,000. I would have bought it. I keep an eye on the ads in the magazine; in September, there were more than the usual number of TR2s and TR3s, but mostly priced at £20k to £30k – even from private sellers. How can I set up a means of tracking what is coming to the auction market across England – specifically TR2s and TR3s – and get information about the offerings?
Peter Ashwell

Classic car auctions are the cheapest place to buy old cars right now. Private ads are usually optimistically priced, while dealers need to make a profit and offer a warranty. Sites like www.glenmarch.com show cars coming up for auction, what they have recently sold for and achieved auction prices over the last decade. Scanning classified ads won't give you a feel for the market. Watching auction prices will open up a whole new world of classic car opportunities.
Quentin Willson

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see page 32

CHASING CARS

Nigel Boothman's market analysis

American Edwardians fly high

Can the current buoyant values of pre-war classics translate across the Atlantic?

Gooding Christie's enjoyed the most successful sale of Edwardian and vintage-era cars in recent memory when they disposed of the Stan Lucas Collection at Long Beach, California, on 20 September. Taking $33.9m (£25.3m) was a remarkable achievement for the single-day sale of 99 lots, all without reserve, leading to a 100 percent sale rate. Records were broken for several marques that haven't built a car for a hundred years or more.

In contrast to the gloom in the British market for almost anything made before 1940, many cars exceeded top estimate, and some went vastly higher. Most notable was the jaw-dropping $5.1m (£3.8m) paid for a 1911 Oldsmobile Limited Series 27 tourer, on an estimate of $1.5m-$2.5m (£1.1m-£1.9m).

Other shocks included a 1915 Stutz 4F Bulldog demi-tonneau selling at $973k on a $400k-$600k estimate, and five 1925-1930 Doble steam cars, all doubling estimates or better. As suggested in our previous Market Headliner, the US is the healthiest market for these cars, but the biggest winners here were US marques. Will interest in the same period recover in the UK?

Possibly for the priciest cars. At this sale, a 1930 Bentley Speed Six tourer hit a mid-estimate $2.1m (£1.6m) and a 1931 Bentley Eight Litre exceeded its lower bracket to make $802,500 (£599k).

Vintage-era Oldsmobile Limited Series 27 tourer fetched almost $5.1m at September Gooding Christie's Stan Lucas sale

Market indicators *Ex-celebrity MGB, bargain US classic, and Italian and British moderns show the potential pull of a special*

1979 MGB Roadster, £9538

WB & Sons, Killingworth, 13 September

Good MGB roadsters have been worth £10,000 for the last 20 years or more, so logic would say they're better value as time goes by. This one was supplied new to TV legend Des Lynham, and in 1994 had extensive upgrades from Oselli that produced 130bhp – a BGT V8 only made 137bhp. Comprehensively restored and chrome-bumpered since then, it passed the gloomy £6k-£8k estimate and still looked good value.

1934 R-R 20/25 Hooper limousine, €123,200

Nagel, Stuttgart, 20 September

Are post-Brexit hassles having an exaggerated effect? This was a very smart example but even so, the values for stately D-back Rolls-Royce 20/25 limos in the UK are around a quarter of this £107k sale. Choice is greater here, too, so if you didn't fancy a wedding car look, you could keep searching. Still, German bidders preferred to fight past the high €75k-€95k estimate rather than bother with import/export paperwork.

2005 Maserati GranSport MC Victory, £40,040

Historics, Ascot, 20 September

Proof of the enormous extra value than can apply to special editions – see also the Esprit Sport 300, to the right. A standard Maserati 4200 coupé is a beer-money bargain for the brave (one sold for £6864 in the same sale) but the GranSport gained power, quicker shifts and a better interior. The MC Victory package added special paint, lashings of carbon-fibre and racing seats; just 181 were sold worldwide.

Bentley estate is a special-build Brunei escapee

It's unusual for any of the hundreds of specially built cars commissioned by the Brunei royal family to leave the collection, but this 1992 Bentley Val d'Isere estate is one. The car came to auction with Historics at its Ascot sale on 20 September from a private vendor in London, who was able to use personal contacts in Brunei to acquire this car in 2022 after much patient negotiation. It had seen a lot of use for a Brunei car – 10,000 miles on the odometer – but spent 15 years sweltering in the damp Malaysian heat, so required some expensive recommissioning.

The Val d'Isere was a conversion offered by Robert Jankel Design. Brunei bought 11; this is the last. The interior is a garish bright blue and yellow but to change it would be to remove the Brunei connection. Remarkably, the Turbo R-based Val d'Isere has all-wheel drive using hydraulically-driven front hubs which disconnect above 30mph. This regal runabout shows only 13,665 miles and sold for £153,296.

Treat on a Budget – 1969 Riley Elf MkIII, £4782

The obvious attractions of this car sold by Brightwells on 17 September were as follows: single-family ownership from new, only 43,000 miles, always garaged and highly original. What's less easy to pin down is why the oft-maligned 'posh Mini with a boot' now looks so appealing. Perhaps the derision once attached to status-conscious buyers who forked out the extra over a Mini to say they were Riley or Wolseley drivers has faded into history, or perhaps it's just fashion.

The passing of time has thinned the ranks of these decorative bits of badge engineering to the point where they're a very unusual sight. Brown paint, white roof, red leather, chrome outside and wood inside… it's all delightfully 1969.

Under the bonnet is a 998cc Cooper engine, but with one carburettor. That leaves a simple upgrade to turn this characterful little car into a wolf-cub in sheep's clothing, at a price around two-thirds that of a MkII Mini, or a quarter of the equivalent Cooper.

1954 Chrysler Imperial, £8400

Dore & Rees, Castle Combe, 20 September

We've been hearing anecdotal evidence of Fifties American classics suffering a serious excess of supply over demand, and some very low prices in private sales. This seems borne out by the modest sum paid for this smart, imposing and gadget-rich Imperial, swept along majestically by a 235bhp Hemi V8. An investment? No, but think of it as an American Mercedes 300C and it looks very cheap.

1995 Lotus Esprit Sport 300, €96,320

Artcurial, Chateau de Vernon, 28 September

Good things can happen to low-production British cars in France, where a staunch minority of Anglophile petrolheads competes to own them. This is one of five French-market Esprit Sport 300s, the 300bhp lighter, limited, four-cylinder turbo model. The sale price, about £83k, is more than twice our top Price Guide figure, despite this car's recent life in a museum and a need for recommissioning.

PRICE GUIDE MOVERS

On the up

Not as bad as it looks – sales have just been packed with older classics lately

Make and Model	Year	Concours	Mint	Good	Rough	% up
BMW 3.0CSL 'Batmobile'	72-75	320,000	240,000	180,000	120,000	+12%
BMW 325i Sport (E30)	89-91	27,500	22,000	13,000	6750	+7.4%
BMW 3 Series (E30) conv	86-93	18,000	12,500	5000	1750	+10%
BMW M3/Evo (E36)	92-99	25,000	17,500	10,000	5400	+6.7%
BMW Z3M Coupe	98-02	33,500	26,000	17,500	9500	+4.2%
Citroën BX GTi/16V	87-93	10,000	7000	3200	1500	+7.2%
Delorean DMC-12 coupé	81-82	57,500	42,500	27,500	17,500	+12%
Ferrari 512BBi	81-85	230,000	175,000	140,000	105,000	+11%
Fiat Coupé/Turbo	94-00	8000	5500	2000	750	+9.4%
Ford Cortina MkI	62-66	11,500	8000	3650	1650	+5.1%
Ford Fiesta XR2 MkI	81-83	22,000	15,000	6750	3000	+6.9%
Ford Escort RS Cosworth	92-96	60,000	47,500	34,000	24,000	+3.8%
Iso Lele	70-74	45,000	27,500	16,000	8000	+3.2%
Peugeot 406 Coupé	97-03	3500	2000	800	450	+5.5%
Renault Clio Williams	94-95	26,000	17,500	8500	4000	+5.2%
Toyota MR2	84-90	12,000	7500	3200	1400	+4.1%
Triumph 2000/2500 MkII	69-77	7250	4750	2250	1000	+3.4%
Wolseley 1100/1300	65-73	7000	4650	2000	1000	+6.5%

On the Slide

Fresh data for early classics that rarely change hands brings some big drops

Make and Model	Year	Concours	Mint	Good	Rough	% dn
Allard K1	46-50	75,000	55,000	36,000	25,000	-5.0%
Allard K2	50-53	85,000	65,000	47,500	33,000	-8.3%
Allard K3	52-54	95,000	75,000	57,500	40,000	-5.1%
Aston Martin DB2	50-53	197,500	150,000	100,000	57,500	-4.8%
Aston Martin DB2 con	51-53	300,000	240,000	170,000	105,000	-4.4%
Aston Martin DB2/4 MkI/II	53-57	160,000	110,000	80,000	49,000	-6.7%
Aston Martin DBs/4 con	53-57	230,000	180,000	140,000	95,000	-13%
Aston Martin DB MkIII con	57-59	300,000	225,000	180,000	135,000	-6.3%
Aston Martin DB9	04-08	30,000	24,000	17,000	11,250	-5.2%
Austin 1800/2200	64-75	7000	4500	2000	900	-4.2%
Bentley Derby 3.5 Park Ward	33-37	100,000	70,000	37,500	18,000	-4.4%
Bentley Derby 3.5 coachbuilt	33-37	170,000	115,000	50,000	30,000	-9.9%
Bentley Derby 4.25 PW	36-39	110,000	76,000	40,000	20,000	-5.0%
Bentley Derby 4.25 coachbuilt	36-39	185,000	125,000	60,000	32,500	-11%
Bentley S3 saloon	62-65	48,500	33,000	18,500	8900	-6.5%
BMW 328 roadster	36-39	400,000	300,000	250,000	200,000	-40%
BMW 507	56-59	2m	1.75m	1.45m	1.25m	-5.1%
Arnolt-Bristol	54-61	160,000	120,000	90,000	60,000	-42%
Bristol 404	54-55	72,000	50,000	30,000	22,000	-4.4%
Ferrari 250 Europa SI/SII	53-55	1.2m	1m	800,000	650,000	-6.4%
Ferrari 250GT Berlinetta TdF	57-59	4m	3.6m	3m	2.75m	-5.0%
Ferrari 250 Cal' Spider swb	60-63	11m	10m	8m	6m	-18%
Ferrari 250GT Lusso	62-64	1.2m	1m	750,000	600,000	-4.1%
Jaguar 1.5-litre	45-49	25,000	16,000	9250	4000	-9.2%
Jaguar 2.5-litre	46-51	26,000	17,000	10,250	4600	-11%
Jaguar 3.5-litre	46-51	32,500	22,500	12,750	5250	-6.4%
Jaguar XK120 fhc	51-54	76,000	47,500	37,500	25,000	-4.1%
Jaguar C-type	51-54	3.5m	2.75m	2.4m	2m	-29%
Jaguar XK140 roadster	54-57	98,500	65,000	47,500	30,000	-5.1%
Jaguar XK140 fhc	54-57	65,000	48,000	32,500	22,000	-8.2%
Jaguar XK140 dhc	54-57	90,000	64,000	41,500	28,000	-7.8%
Jaguar D-type	54-57	5.6m	4.5m	3m	2.25m	-20%
Jaguar XK150S 3.8 roadster	59-60	175,000	145,000	115,000	82,500	-3.9%
Lagonda 2.6-litre con	49-53	70,000	50,000	30,000	18,000	-4.3%
Lagonda 3-litre sal	53-57	54,000	38,000	26,000	12,500	-4.0%
Maserati Indy	66-74	60,000	45,000	34,000	23,000	-4.4%
Maserati Khamsin	74-82	130,000	90,000	60,000	39,000	-4.3%
Mercedes-Benz 300S cab/rdstr	52-55	375,000	300,000	200,000	140,000	-11%
Mercedes-Benz 300Sc cab/rdstr	55-58	550,000	420,000	300,000	200,000	-8.1%
Mercedes-Benz 300Sc coupé	55-58	300,000	250,000	200,000	140,000	-13%
MG Magnette ZA/ZB	53-59	15,500	9500	4500	2000	-8.7%
Morgan Plus 8	73-86	37,000	24,000	16,500	11,500	-8.7%
Porsche 928GT	89-92	32,500	22,000	14,000	7000	-6.8%
Porsche 911 Carrera RS (964)	92-94	250,000	190,000	155,000	130,000	-6.8%
Rolls-Royce Silver Cloud III sal	62-66	47,000	32,500	18,250	8750	-5.8%
Rover P3 75	48-49	13,600	10,000	4500	2000	-4.4%
Sunbeam Talbot 80	48-50	8000	5250	2500	1250	-6.1%
Sunbeam Talbot 90	48-57	9000	6000	3000	1500	-6.0%
Sunbeam Talbot 90 Coupé	49-57	15,000	11,000	6000	3650	-8.9%
Sunbeam Alpine I sports	59-60	16,750	10,750	5000	2400	-4.1%
TVR Tuscan V6	69-71	27,500	18,500	12,500	8000	-11%
TVR Vixen S1-4	67-73	23,500	16,000	10,500	7000	-11%
TVR 1600M	72-77	19,000	13,000	8000	5000	-5.3%
TVR 2500M	72-77	18,500	12,500	7000	4650	-8.3%
TVR 3000M/Taimar	72-79	20,000	14,000	9000	5500	-7.1%

'This restored car, with an excellent history, should be in the £1.6m region'

Sixties racer vs modern hypercar

Can a pass to the best motorsport events draw bidders from investable road cars?

This 1966 Porsche 906 Carrera 6 will come to auction with RM Sotheby's in Munich as we go to press, estimated at €1.8m-€2.2m (£1.56m-£1.91m). It should give an indication of the popularity of one of Porsche's most eligible sports-racing cars. In a sale dominated by BMWs from the last 40 years, there are some notable rivals to the 906 for top-dog status when the hammer falls. A 1996 Ferrari F50 estimated at €4m-€4.5m (£3.47m-£3.91m) should walk away with that title, but there are other, more modern examples of the biggest growth area in the collector car market.

Such have been the rises in hypercar values in the last 12 months, it's hard for even the greatest Fifties, Sixties and Seventies classics to compete. Values of both the F50 and other icon-level models like the Bugatti Veyron (a 2008 16.4 Pur Sang is offered here, estimated at €1.8m-€2.2m/£1.6m-£1.9m) have grown perhaps 15-20 percent in a year, something no owner of a Sixties Porsche or Ferrari can hope for. However, this overlooks two factors – people speculating with hypercars are often a different demographic from those keen on blue-chip classics, and cars like the 906 offer something other than financial gain.

Eligibility for the most prestigious historic motorsport events has become an increasingly important factor, as 'what you can do with it' matches and even overtakes 'what it is' as a pointer to market value. Taking part in the Goodwood Revival, the Le Mans Classic, the Nürburgring Oldtimer GP, the Spa Six Hours and many others can be reason enough to make a winning bid.

The 906 was developed in 1965 by Ferdinand Pïech and Hans Mezger to improve on the four-cylinder 904. Using the six-cylinder engine from the 911 was logical, but by using titanium and magnesium parts, the 906 engine saved an amazing 54kg over that of the road car, the 906 totalling just 580kg. Sold new for the equivalent of £4350 when a 911 was £2430, 65 chassis

BP
19
Carrera 6
Ben Pon
Gijs van Lennep

were produced in the single year of production. It was instantly successful, winning the 1966 World Sports Car Championship in Group 4 and the 1966 European Hillclimb Championship.

When new, this example enjoyed an excellent five-season career with two Dutch racing teams, taking class wins and overall victories in events as diverse as the Trophy of the Dunes at Zandvoort and the Grand Prix of Tyrol. Drivers included Ben Pon, Gijs van Lennep and Toine Hezemans. However, while it has an expired FIA Technical Passport, the car is not currently in original race spec, being fitted with a 2.4-litre 911S engine. A genuine 901/20 Carrera 6 engine accompanies the sale.

With only a few 906s offered in the last five years, the recent high-watermark is $2.2m (£1.6m) in 2024 for the car that won that hillclimb championship. This one, with a fine restoration and excellent history, should be in the same region – if bidders can resist the chance of a quick buck on a younger alternative.

Classic and storied racing cars are fiercely competing with modern hypercars in terms of values, but they can open exclusive doors to so much more than pure financial gain

CHASING CARS

Nigel Boothman's market news

Supercar specialist ceases trading

Dealer GVE London's sale-or-return business model collapses

GVE London, the high-profile supercar specialist based in Uxbridge, has ceased trading. After rumours of non-payment combined with the news of the company filing an intention to appoint administrators on 25 August, many owners attempted to retrieve their cars from the showroom site. This reportedly led to angry scenes that were attended by the police, according to *The Sun* newspaper. Since then, the showroom has been emptied, and the business remains under the control of administrators Parker Getty Ltd from 1 September.

GVE's approach to selling classic and modern supercars was based on a huge social media profile, and ironically, the rapid spread of online rumours appears to have contributed to the panicked recovery of client-owned stock. The 'face' of GVE's online presence, sales director George Gehdu, made an emotional Instagram post on 30 August distancing himself from any ownership or control of the firm. GVE's management stated the company is in talks with potential investors over a sale or new partnership to save the business. Attempts to contact GVE for comment have not been answered. The image accompanying this story is from the Bauer archive; it doesn't suggest that the cars pictured are involved in the case.

UPCOMING SALES

NOVEMBER

Sun 30, France. Collector Cars Auction, Automobiles Au Palace, Lyon, France. *collectorcarsauction.fr*

Sun 30, France. Aguttes La Vente d'Automne, Paris, France. *aguttes.com*

DECEMBER

Wed 3, Milton Keynes. H&H Auctions Classic Motorcars sale, Millbrook, Beds. *handh.co.uk*

Thu 4-Sat 6, USA. Mecum Auctions Kansas City Sale, Kansas City, Missouri. *mecum.com*

Fri 5, Dubai. RM Sothebys at The Pavilion, Emirates Golf Club, UAE. *rmsothebys.com*

Sat 6, Newcastle Upon Tyne. WB & Sons, The Auction House, Killingworth. *wbandsons.com*

Sat 6, Cheshire. Manor Park Classics' sale, Runcorn. *manorparkclassics.com*

Sat 6-Wed 10, Leominster, Herefordshire. Brightwells Classic Cars Online, *brightwells.com*

Sun 7, France. Artcurial – The Renault Icons, Renault factory at Flins, Aubergenville nr Paris. *artcurial.com*

Sun 7, New Zealand. Webbs, Collector Cars, Auckland, New Zealand. *webbs.co.nz*

Wed 10-Fri 12, N Yorks. Mathewsons Online, Pickering. *mathewsons.co.uk*

Thu 11, London. Bonhams' Bond Street Sale, New Bond Street. *bonhamscars.com*

Sat 13, Hampshire. Barons Manor Park Classics' sale, Unit 6, Harbour Close, Southampton. *manorparkclassics.com*

Forecourt View

The best examples of any model still sell well, but the bigger picture is that most of the downturn you hear about is just a return to pre-covid values,' says James Gregory, sales director at Manor Park Classics. 'The lockdowns were a period when tiny interest rates were combined with bored, cash-rich buyers investing in cars they bought blind. That readjustment has been painful but a more level, stable market is coming. How you sell matters as much as what you sell – we're finding ways to bring elements of a retail experience into auction sales. Our Platinum event on 12 November is an evening auction with Anthony Reid as a guest speaker and free drinks and nibbles. Why not give something back to the buyers and make it entertaining? And we get to feature classics like this BMW 3.0CSi, estimated at £70k-£80k.'

IN THE TRADE

THREE PEGASOS AT ONCE

To see one quad-cam V8 Pegaso Z102 at auction is an event. To see three of the 84 built is remarkable, but this trio has been in one collection in Barcelona, coming to market through Aguttes' Autoworld Brussels sale as we went to press. The green 1952 car (est £303k-£390k) is an early survivor bodied in-house; the other two are by Saoutchik of Paris. The white 1953 cabriolet was estimated at £347k-£521k; the black 1954 Berlinetta with a larger race-spec engine was guided at £434k-£607k.

NOBEL FOUNDER'S MERC

A star of Bonhams' 31 October Golden Age of Motoring sale is this 1915 Mercedes 22/50hp tourer, bought new by Swedish industrialist Rudolf Lilljeqvist. A business partner of Alfred Nobel, Lilljeqvist was an executor of his will and helped set up the Nobel Prize to his friend's instruction. The car has had a remarkable life – commandeered by the German High Command before delivery, it wasn't seen by Lilljeqvist until 1919, after Mercedes refurbished it. Only four of these are known to exist; estimate is £250k-£300k.

DROP TURBOS, SAVE £4M

This is a Rüf 3.4 CR, the naturally aspirated sibling to the 3.4 CTR 'Yellowbird' models that have been smashing auction records. Originally a 1979 3.0 911SC, an enthusiast paid a huge sum to Rüf for the conversion in 2014. Even with new Yellowbird-type bodywork and wheels, a 3.4-litre engine and a revised interior, because it's not a true Yellowbird, and because the conversion was post-period, RM Sotheby's has given a modest estimate of £120k-£150k for the car's sale at its 1 November London auction.

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Unique Lotus-Ferrari was once a teaching aid

Goodwood hosts Hethel and Milan

Lotus and Alfa Romeo figure strongly in epic 2025 Goodwood Revival meeting

Long-unraced cars from Lotus, the legacy of Jim Clark, and some of the most historied competition Alfa Romeos defined the 2025 Goodwood Revival meeting. On the track, drivers battled deluges of rain, which created tricky driving conditions and handed unexpected advantages to nimble cars.

Lotus-Ferrari 19

'It's the first time that this car has raced in the UK in this configuration,' said Jakob Holstein of his unusual racer, possibly the only Ferrari-engined Lotus in existence, especially given the animosity between Enzo Ferrari and Colin Chapman.

'It began life in 1960 as a conventional Lotus 19, with a four-cylinder engine, built for the UDT Laystall racing team,' said Holstein. 'However, in 1963 it was bought by Tom Connor in the US, whose equipe, Team Rosebud Racing, campaigned Ferraris. Connor fitted the 19 with a Ferrari V12 from a 250 Testa Rossa.'

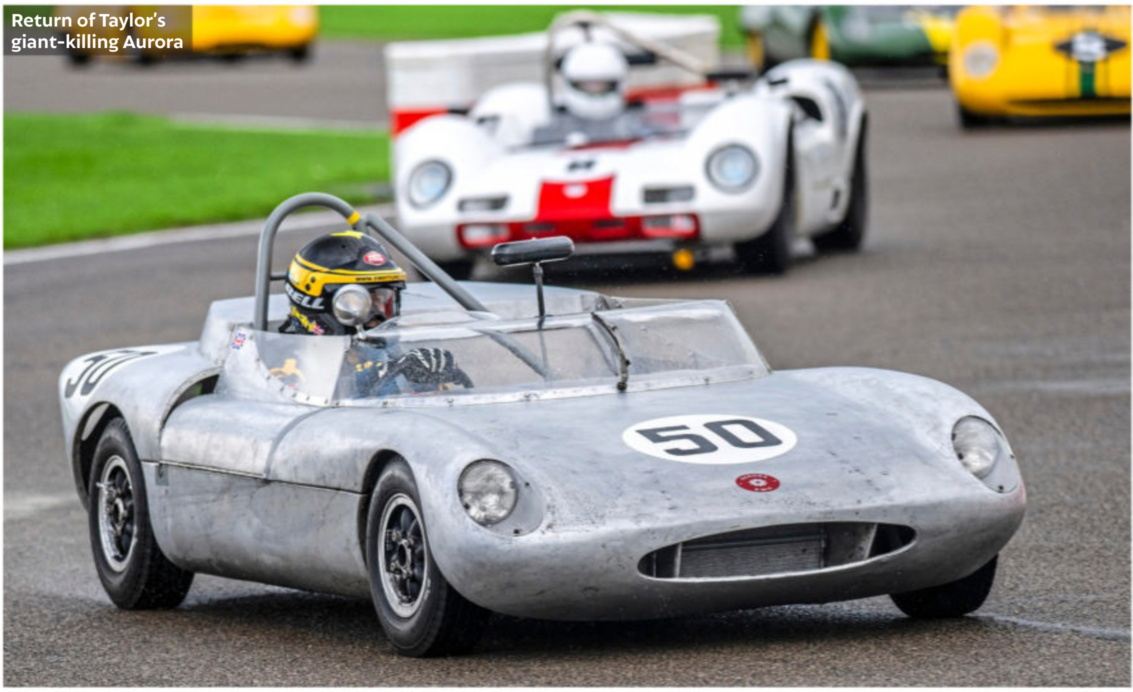
The car would prove to be a handful to drive. 'Innes Ireland crashed it at Riverside in 1963,' said Holstein. 'Connor rebuilt it after this and continued to race it into 1964, but then donated it to a local school – Victoria High – as part of a tax rebate, hence the lettering that's displayed on the side. The students at the school used it to learn about car maintenance.

'Years later, it was re-imported to the UK and restored to its original spec as the Laystall car. This was how I bought it, but I crashed it, necessitating a rebuild. During the research, I tracked down the guy who owned it in the Eighties, who still had Connor's bodywork and engine, so I decided to reunite them with the car.'

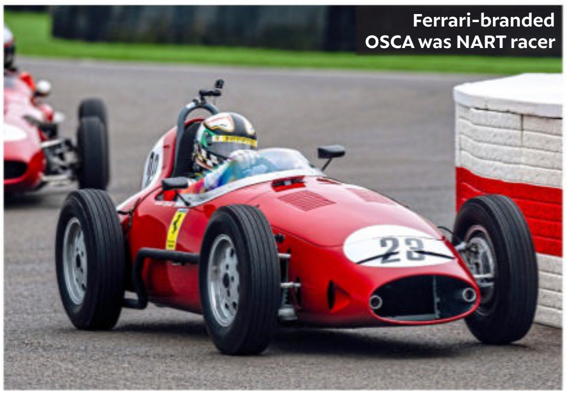
Lotus Type 35

'It's the first time that this car has been seen in over 50 years,' said Clive Chapman, son of Colin Chapman and director of Classic Team Lotus, of this Formula Two car originally driven by Jim Clark. 'It was a modified Type 32; Dad's idea was to create one chassis which could accommodate several different power units and be competitive across all Formulae. This was an

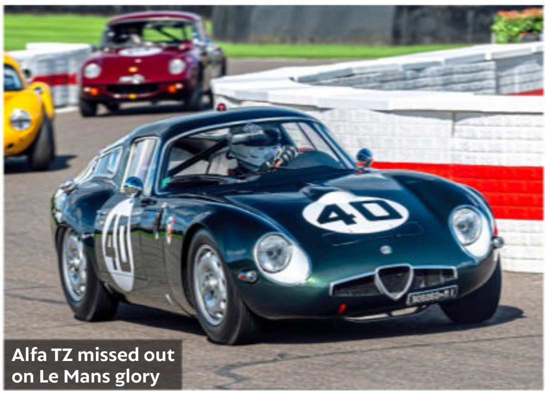
Lotus 35 just as Clark left it



Return of Taylor's giant-killing Aurora



Ferrari-branded OSCA was NART racer



Alfa TZ missed out on Le Mans glory

F2 car – with the works Lotus F2 team looked after by Ron Harris – fitted with a 117bhp one-litre Cosworth SCA engine.

'This is chassis 35-F-3, driven by Clark alongside Mike Spence and Peter Revson in a three-car team. Clark won five races of the 1965 F2 season.' It was sufficient for Clark to secure the 1965 European F2 Championship – in the same year, Clark also won the F1 World Championship, the Tasman Series, and the Indianapolis 500.

'The regulations changed not long after, the car was never used again and in 1970 a private collector bought it from Harris. It's been in storage one way or another, original and unrestored, since Jimmy last got out of it over 50 years ago. It's a non-runner – it was last fired up the day the collector bought it.'

Aurora-BMC

'This car hasn't been seen since it was locked away in the Seventies,' said Dr Marc Geach of his unique sports-racer. 'It was supposed to be a prototype for a new road car, built by racing driver Trevor Taylor in a garage in Rotherham.

'The entire Taylor family was involved in it,' said Geach. 'Trevor's brother Mike, who worked in Formula Junior, designed the chassis, his other brother David, an artist, penned the bodywork, which was built by Williams & Pritchard, and Trevor and his sister Anita would drive it.

'The intention was to offer it at as low a price as possible, so it used several standard Mini Cooper S parts, including the wheels, steering rack, and entire engine and gearbox assembly, unchanged but relocated to the centre of the car. In comparison, the suspension was very advanced though, with inboard roller-rockers, although it also uses Mini cones.

'Trevor announced the car and tested it at Oulton Park. Anita raced it at Mallory. But then Bob Anderson raced it in the Lavant Cup here in 1966. He was up against Lola T70s, Lotus 30s and Elva-BMWs driven by the likes of Roy Salvadori, Bruce McLaren, John Surtees, Denny Hulme and Graham Hill. It was a really, really wet race, and Anderson finished fourth, with just 1150cc.

'I don't know why the Taylors didn't make more of them, but Trevor was too busy driving, and sold the car to John Wales. We've borrowed an engine from Nick Swift to get it going again, and we're praying for rain to see if it can perform the giant-killing feat once more.' The weather delivered, but sadly it resulted in a spin-off for Swift.

OSCA-Fiat

Racing in the UK for the first time, this Formula Junior was another example of two usually-unconnected badges on the same car, in this case the Maserati brothers-founded OSCA and the prancing horse of Ferrari. 'It was run by Luigi Chinetti's North American Racing Team – NART – Ferrari's official US importer and favoured sports-racing privateer,' said Peter Leahey of Auriana. 'In truth, I don't think Chinetti cared what Ferrari thought of him running OSCAs in Formula Junior, but he did so in order to support Denise McCluggage, who was a journalist as well as a racing driver, and who brought much-needed publicity to the team. The Rodriguez brothers drove for NART at the time too.

'McCluggage drove the car at Watkins Glen, then Ricardo Rodriguez competed in it in the Vandervell Cup. When we bought it, we identified it partly through a photo of McCluggage with the car in a support race for the 1960 Sebring 12 Hours, which showed the side-vents to be welded shut – we found the exact same welds. After McCluggage's time with it, the car was raced in the US in the Seventies by Bob Sutherland, who later founded the Colorado Grand road-rally.'

Alfa Romeo TZ

'It hasn't raced since we restored it ten years ago so this is its first time at Goodwood,' said Carl Ahlqvist of his father's 1964 Alfa Romeo TZ.

'It's one of four Scuderia Sant Ambroeus team cars driven at Le Mans 1964, this one by Jean Rolland and Fernand Masoero, there were two red, two green cars. Ours crashed out on lap 47.' Cars 57 and 41 came home an impressive first and second in the GT 1.6 class.

According to Ahlqvist, chassis 750003 also entered the Tour de France, Tour de Corse and Critérium Cèvennes. 'It was fast but not very reliable and by 1965 the TZ was outdated, and was replaced by the TZ2.'

Carl says his father Magnus bought it 15-20 years ago in the Netherlands. 'The team cars had a different nose treatment, knock-off wheel spinners and an outside fuel filler, but by then it had been converted to use as a road car,

26R raced by Aussie legends Jane and Allen

A110 driven by incredible roster of French racing talent

fitted with fixed windows and bolt-on wheels, and it had been painted red.

'The dry sump engine is tilted over to help lower it in the chassis and is has a special twin-spark cylinder head. Things like the thin tubular chassis and aluminium body made restoration challenging.'

Lotus Elan 26R

This Lotus, competing at Goodwood for the first time, was originally campaigned by two greats of Australian motorsport. 'It was bought new by Bob Jane in 1965, but although he owned it, it was mainly driven by Niel Allen, who scored several wins with it in the Australian GT Championship including three at Warwick Farm and one at Oran Park,' said owner Andrew Lawley. 'He also finished fifth at Bathurst.

'Allen was a wealthy young property developer who competed in the Tasman Series. His main claim to fame was setting the lap record at Bathurst in a McLaren M10B in 1970, a record which stood until the circuit was reprofiled in 1987. But he retired in 1971 to concentrate on his business and never raced again.'

Bob Jane won four Australian Touring Car Championships, the 1963 Australian GT Championship, and four Bathurst 500s.

Alpine A110

'It's the first time this car, the most original works rally A110, has ever been shown outside of France,' said owner Nigel Dodsworth of his Alpine, centrepiece of a display by the marque in the Revival's indoor Motor Show.

'It was one of 15 team cars built for the inaugural World Rally Championship in 1973, which Alpine won,' said Dodsworth. 'This one is a heavy-body, rough-road car built for the Rallye Maroc, where it was driven by Jean-Luc Therier in 1973. Therier finished seventh on its first outing, but broke the suspension, after which it went back to the Alpine factory in Dieppe to be upgraded with both wider wheelarches and a stronger front suspension set-up.

'After this, it went to the US, where Marianne Hopfner drove it on the 1974 Press On Regardless Rally in Michigan, finishing ninth, before the car was reimported back to France.

'Then it was run by ex-dentist Bob Neyret's Aseptogyl rally team; Christine Dacremont finishing third on the Manx Rally and contesting the Acropolis the following year.

'In 1976 Jean-Claude Andruet was driving for Alfa Romeo, but managed to use this car for two rallies through his sponsor Yves Jouanny, including the Maroc. He admitted that showboating in the lead resulted in dust in the engine, dropping him down to second place. Next, it was driven by Jean-Pierre Jaussaud on the 24 Hours of Chamonix ice-race. Snow came through the floor of the car and it finished ninth. Later that year, Jaussaud won Le Mans with Didier Pironi in an Alpine A442B.

'It's been modified over the years, but it's never been restored. It's probably the only works A110 still with its original windscreen.'

Porsche 910

The culmination of a long-term restoration project, this Porsche was racing at Goodwood for the very first time. 'Dad's collected Porsche memorabilia for years, but 15 years ago, he acquired an original 910 chassis, originally a spare kept aside by a French racing team in 1966,' said Nick Morfett of his father Kevin.

'In the ensuing years, he scoured the globe to track down as many original parts as possible in order to finish it, and around five years ago, we started to finally pull them all together.

'Franck Reynard, a French engineer who built racing Porsche 910s in period, restored the car's bodywork, and then we had to fabricate our own wheels and rear suspension uprights because we just couldn't find any genuine items, but everything else comes from genuine period competition 910s.

'Sadly Porsche didn't keep chassis records at the time, so we don't know what racing campaign the chassis was assigned to. The mentality was always "on to the next race" and often these cars ended up crashed, ending up as combinations of 906 and 910, often converted into Spyders, especially in the US.'

Debuting 910 is period-racer medley

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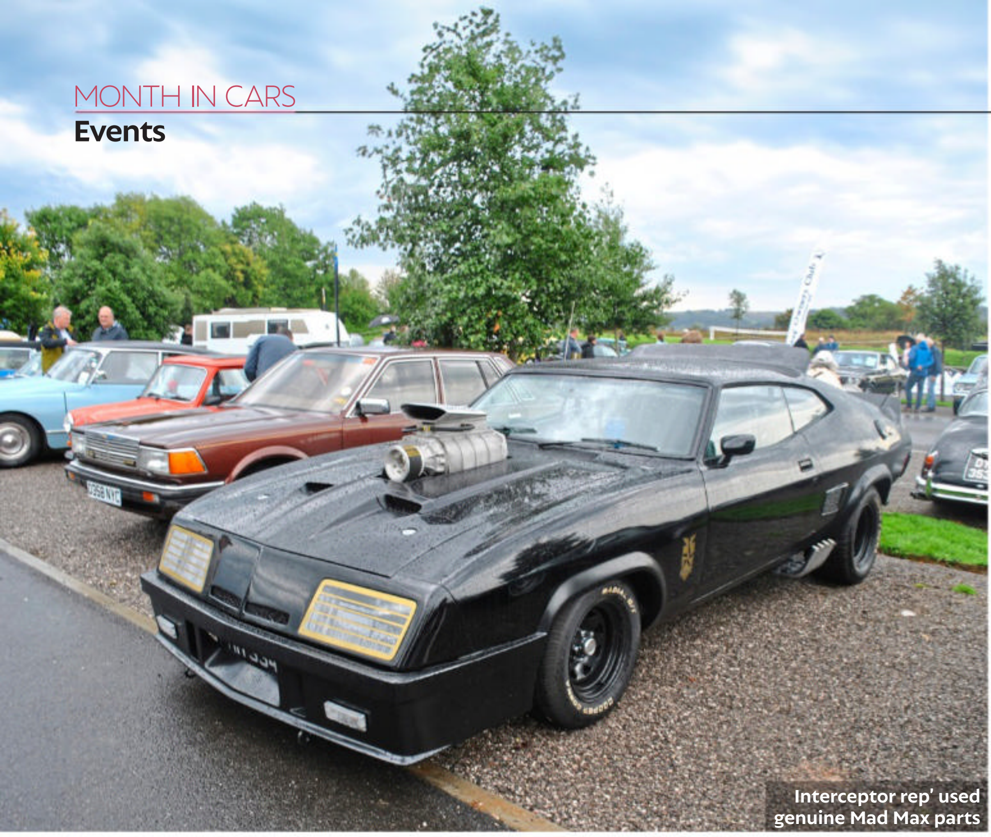

Interceptor rep' used genuine Mad Max parts

Uniques celebrated

Inaugural John Haynes Classic show hails home-fettled classics, and the industry that supports them

Despite an early rain shower, the first John Haynes Classic event played host to a car park bulging with all flavours of classic car and motorcycle. A concours with a difference celebrated the influence of the Haynes manual, the museum's restoration workshop threw open its doors, and on a live stage key figures from the classic world discussed the future of the industry.

Ford Falcon XB 'V8 Interceptor'

On show for the first time, this V8 Interceptor straddled the worlds of genuine and replica. 'It's not a GT, just a Falcon XB underneath, but it's still very rare in the UK,' said Mark Simpson of his car. 'I always wanted to build my own *Mad Max* V8 Interceptor, so I imported bits from Melbourne, but it didn't include an engine or gearbox.

'I actually tracked down the guy who built the cars for the films, and I was able to buy genuine Interceptor parts from him, originally set aside as spares in case the stunt cars needed repairing – nosecone, spoilers and so on.

'The supercharger came from the US, and as per the film cars, it's fake – there's nothing inside the housing, the belt runs off an electric motor, it's all for show! I found the siren and radio in Canada, it took a whole year to track down the GT-specification fuel cap, side vents and dashboard, and the 351 Cleveland V8 engine and gearbox were sourced from a Mustang in London. Blending it all together took 18 months once I had everything for the build.'

Pontiac 'Bonnie Black'

This rare survivor of California's Seventies custom-car scene was making its UK car show debut. 'It started life as a hearse based on a Pontiac Bonneville, coachbuilt by Superior – the same firm that originally converted the Cadillac used in *Ghostbusters* into an ambulance,' said owner Mike Hamer. 'But when the Californian funeral director had finished with it, probably when it was about ten years old, it was then modified by a local hot-rodder.

'They replaced the Bonneville front end with the panels from a Le Mans, complete with hidden headlights, fitted a Buick seven-litre big-block V8, and treated it to this custom paint job. I brought it to the UK last year, but it had sat for a long time in the US. I suspect the last time it was driven was in 2007 – there's a sticker from a Californian custom-car cruise dated from then in the windscreen. I'd built a four-wheel drive Rolls-Royce Silver Shadow Jules Dakar replica, but the DVSA didn't like it when I tried to road-register it, so I bought this instead!

Alfa Romeo Montreal

This Alfa Romeo Montreal was displayed mid-restoration, seen for the first time since it was just a few years old. It was bought by Haynes in 2024 as a rolling bodyshell, the car having been dismantled in the late Seventies for a rebuild that, for whatever reason, never happened.

The bodyshell had supposedly been restored, but upon assessment was found to be full of filler, and painted the wrong shade of orange. The owner agreed to have the paint removed, then to a full restoration. More than 300 hours have gone into the restoration so far, and Haynes' next phase of work with the car will be a full mechanical rebuild.

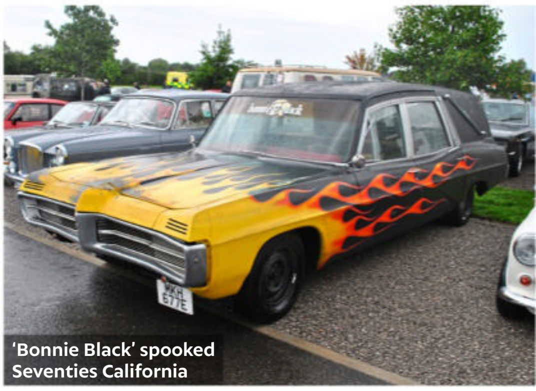
Volvo 940 ArBon 11

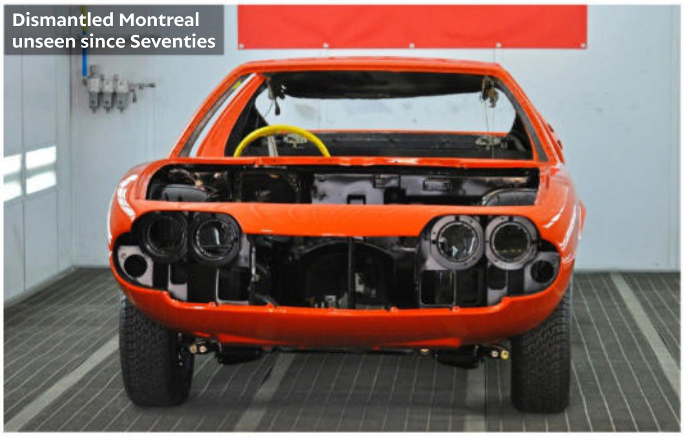
Incredibly, this pvery rofessional-looking Volvo motorhome is a complete one-off. 'I found it for sale in Colchesterin Essex after the original builder passed away,' said owner Dominic Krzyszczak. 'His name was Arthur, his dog was called Bonnie, so he named it ArBon.

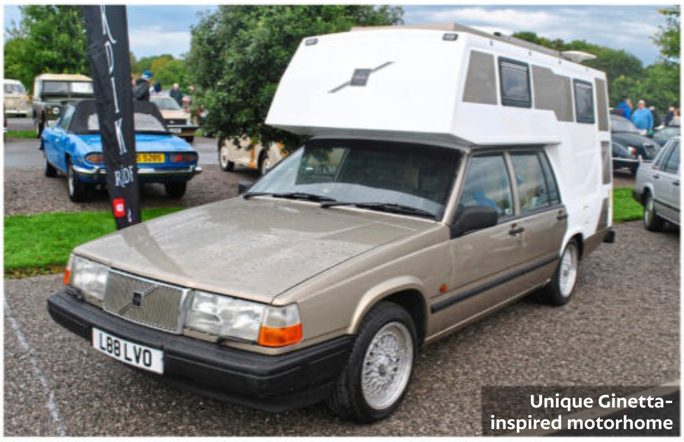
'Incredibly, despite the quality of his metalwork – it's all steel – he wasn't a professional coachbuilder, he was just inspired by a Walklett Zephyr motorhome he used to own.'

'He used the 940's structure to maintain the rigidity of the motorhome before cutting into it. It has a toilet, and the kitchen even includes a fridge – you access the cooling elements by opening a rear passenger door.

'Sadly, because Arthur has now passed away, there are many mysteries that are connected to this car. Not least the large basin in the floor which is complete with a plughole. I wonder what it was for – maybe the dog?'


'Bonnie Black' spooked Seventies California


Dismantled Montreal unseen since Seventies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15" Pirelli Cinturato P7

Tyre Size	Section Width	Overall Diameter	Recommended rim width
205/50 R 15	210 mm / 8.27"	585 mm / 23.03"	5.5" - 7.5"
225/50 R 15	229 mm / 9.01"	608 mm / 23.94"	6.0" - 8.0"
285/40 R 15	288 mm / 11.33"	609 mm / 23.98"	9.5" - 11"
345/35 R 15	350 mm / 13.78"	628 mm / 24.72"	11" - 13"

16" Pirelli Cinturato P7

Tyre Size	Section Width	Overall Diameter	Recommended rim width
205/55 R16	214 mm / 8.42"	631 mm / 24.84"	5.5" - 7.5"
225/50 R16	230 mm / 9.05"	633 mm / 24.92"	6" - 8"
245/45 R16	253 mm / 9.96"	634 mm / 24.96"	7.5" - 9.5"

Whatever the weather, Bicester Motion kicks off the year with a Scramble

November-April highlights

Time to mark up your new 2026 calendars...

November

20-24 Roger Albert Clark Rally, Carmarthen, Wales to Carlisle, Cumbria **racrmc.org**

29 VSCC Winter Driving Tests, Bicester Motion, Oxon **vscc.co.uk**

30 Scramblers Assembly, Bicester Motion, Oxon **bicestermotion.com**

December

6-9 LE JOG, Land's End to John o' Groats **hero-era.com**

27 The Almost New Year Great British Car Meet, Great British Car Journey, Ambergate, Derbyshire **greatbritishcarjourney.com**

January

1 New Year's Day Gathering, Brooklands, Surrey **brooklandsmuseum.com**

11 Bicester Scramble, Bicester Motion, Oxon **bicestermotion.com**

15-18 Interclassics Maastricht, Netherlands **interclassics.events**

28 January-1 February Rétromobile, Paris, France **retromobile.com**

29 January-7 February Historic Monte Carlo Rally, Monaco **acm.mc**

February

19-22 Retro Classics, Messe Stuttgart, Germany **retro-classics.de**

20-22 Race Retro, Stoneleigh Park, Warks **raceretro.com**

27 February-1 March Sydney Harbour Concours D'Elegance, NSW, Australia **sydneyharbourconcours.com.au**

March

5-8 Amelia Concours d'Elegance, Amelia Island, Florida, USA **ameliaconcours.com**

20-22 *Practical Classics* Classic Car & Restoration Show, NEC, Birmingham **necrestorationshow.com**

27-29 Espíritu de Montjüic, Circuit de Catalunya, Barcelona, Spain **espiritudemontjuic.com**

April

8-12 Retro Classics Essen, Messe Essen, Germany **retro-classics-essen.de**

16-18 Salon Privé London, Royal Hospital Chelsea **salonprivelondon.com**

16-19 Anantara Concorso Roma, Rome, Italy **anantaraconcorsoroma.com**

Enzo Osella, 1939-2025

Enzo Osella, the Italian hillclimb racer who founded his own marque and sprung surprises on the Formula One world in the Eighties, has died aged 86.

Osella began his career working with his father in the garage of his transport company in Volpiano. Customer and rally driver Roberto Fusina offered the young Osella the opportunity to co-drive, introducing him to motorsport. After borrowing his sister's Fiat 600 to compete, Osella built a hillclimb special, fitting an OSCA engine and Alfa Romeo differential to a Lotus Eleven.

His results caught the attention of Carlo Abarth, who took him on as a test driver, mechanic and, ultimately, allowed him to run Abarth's Turin factory. When Abarth sold his firm to Fiat in 1971, Osella separated the racing department and reformed it under his own name, focusing on hillclimbing and single-seaters.

After Formula Two success with US driver Eddie Cheever, Osella entered F1 in 1980. Largely bespoke apart from Cosworth DFV engines, the cars often qualified well but struggled with reliability. The team's best result was Jean-Pierre Jarier's fourth at San Marino in 1982, followed by Piercarlo Ghinzani's fifth at Dallas in 1984, the latter scored with Alfa Romeo power.

After selling the team to Gabriele Rumi of Fondmetal in 1990, Osella focused on hillclimbing again, its works team winning every round of the 1995 European Hillclimb Championship, and championships in 1997, 1998 and 1999.

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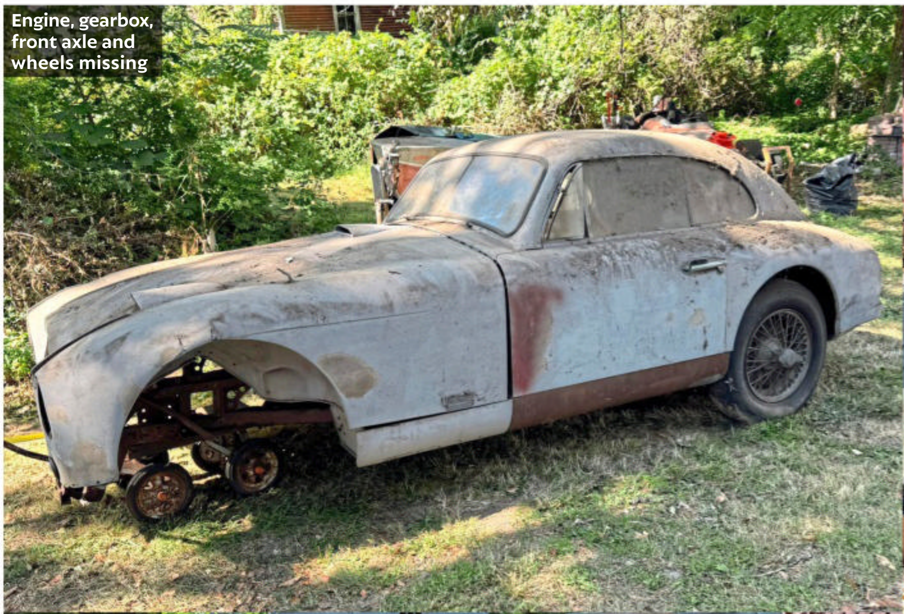
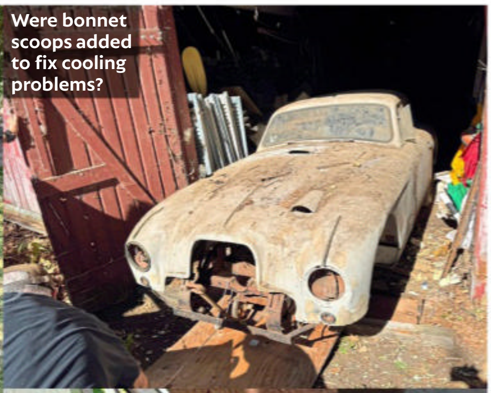
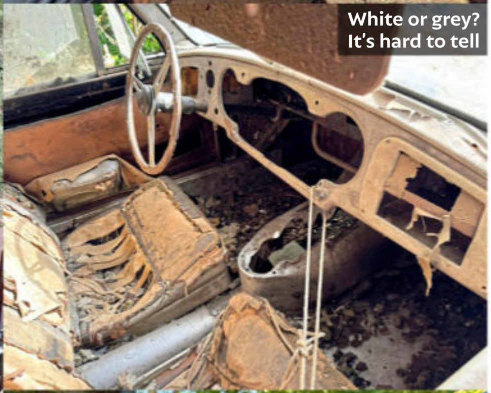
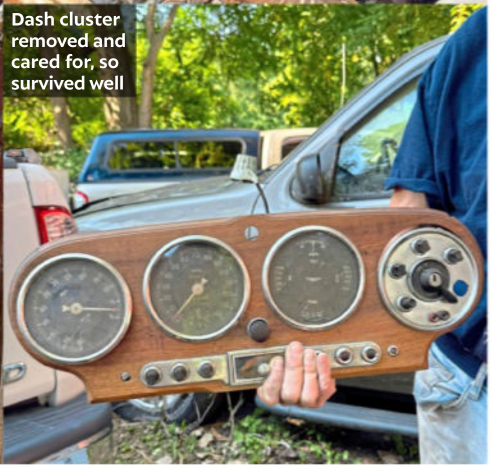
Barn finds


Engine, gearbox, front axle and wheels missing


Were bonnet scoops added to fix cooling problems?


White or grey? It's hard to tell

Only 301 – non-dusty– DB2s thought to have been made


Dash cluster removed and cared for, so survived well

DB2 Vantage found in US barn

Fancy a quick winter classic project? Best not take on this Aston Martin then...

This is one of 301 Aston Martin DB2 Sports Saloons, of which as few as 43 were left-hand drive, and not many of these built to high-compression Vantage specification. Among the survivors, if that's the right term to use in this case, this is one of those. The bad news is that the engine, gearbox, front axle and front wheels went missing a long time ago and are not with the car. Quite how long this 1953 example was stored in a red timber barn in rural Massachusetts, USA, is not quite clear – nor is the reason for its original removal from use. However, going on its current state and lack of some vital components, it seems likely that a restoration process began some years ago, and split the drivetrain and front suspension from the car, the rest of which was left to deteriorate.

Although storage seems to have been dry, the interior trim has suffered and will need total replacement. Happily, the main dash cluster was removed and more carefully treated, and remains intact. The body is painted white under all the grime, but it's impossible to tell if this was the original shade. What remains of the interior leather trim appears to be pale grey, though this too could have been recoloured.

After the tiny production of just 14 DB1 dropheads, the DB2 marked the first serious step by David Brown's firm towards the noble line of sporting GTs and convertibles that would last into the Seventies. However, high prices and stiff competition from rivals such as the larger-engined Jaguar XK120 (3.4 litres versus the Aston's 2.6 litres) kept sales relatively slow, though the 125bhp Vantage option gave a credible 121mph top speed to match that of the Jaguar. America would become a vital market for Aston Martin but the first left-hand drive DB2 wasn't produced until 1952, making this car one of the first lhd Astons in the USA. For sale at $67,500 (£51,000), it's now awaiting a brave new owner with European and American classic specialist Gullwing Motor Cars of Astoria, NY.

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Rare Volvo stored for 46 years

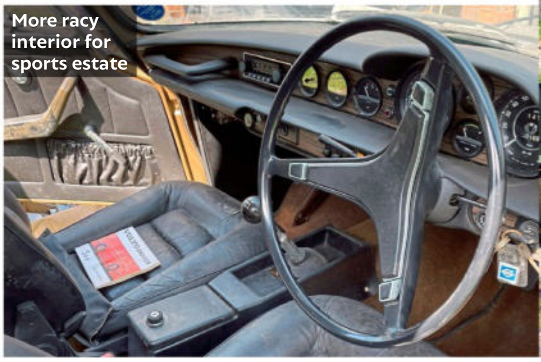
This 1973 Volvo 1800ES has been in the garage since it was only six years old. It's not exactly clear what took the car into storage in 1979, as it comes to light now as part of, rather aptly, an estate sale. However, visible repairs to the sills, long since finished and covered in red anti-rust paint, suggest the rust had taken a bite during the car's short on-road life.

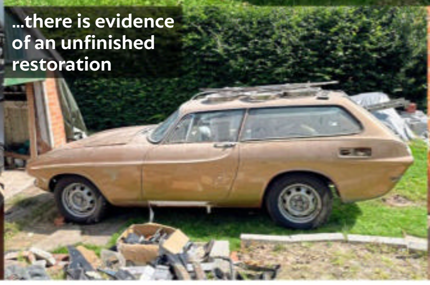
The late owner, who kept the car in a spacious wood-and-brick garage at his home in Runcorn, began a programme of restoration work which was sadly never finished. The chrome, wheel trims, rear lights and the rear half of the interior were all removed at the start of the planned restoration, and all appeared to be present and awaiting re-fitment when the property was cleared. Assisting in the extraction of the rare Volvo shooting-brake was Jonny Smith, the TV presenter turned YouTuber, who will be releasing a video of the process on his *The Late Brake Show* channel.

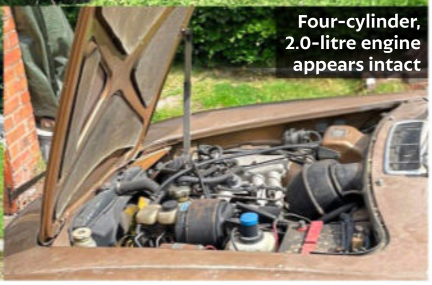
The 1800ES was introduced in 1971 as a replacement for the P1800 coupé, a year before the last coupés were made. Offering an increased luggage capacity and extra space over the P1800, it was only in production for two years but sold well, with most of the 8000-unit run made going to the USA. This means the Scimitar-like sporting estate has always been an unusual sight in the UK. This one was offered at No Reserve at H&H's Buxton sale as we went to press.

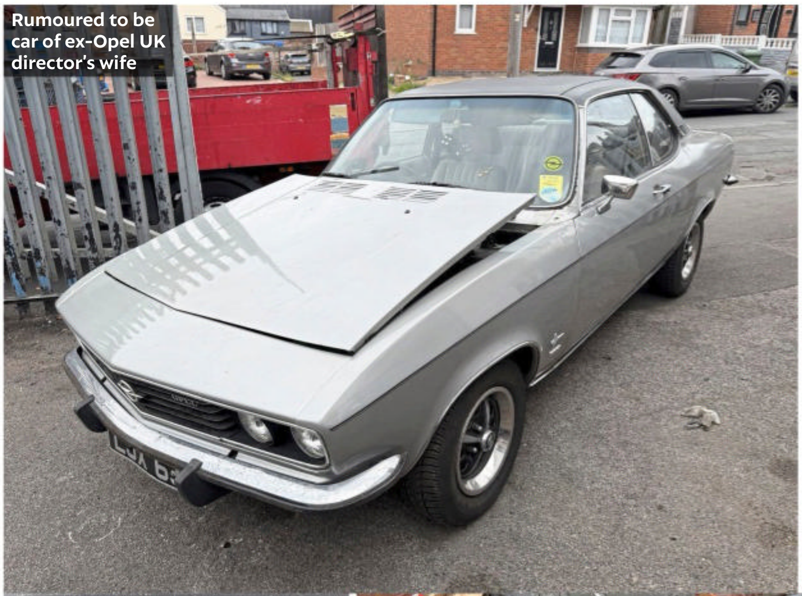
Volvo has been in storage since it was six years old

Despite it being young at time of hibernation…


More racy interior for sports estate


…there is evidence of an unfinished restoration


Four-cylinder, 2.0-litre engine appears intact


Rumoured to be car of ex-Opel UK director's wife

Was luxury Manta extra special?

A council lock-up garage in Walsall has hidden this unusual Opel Manta A for the last 20 years. The car was stored there after an MoT failure, but there is good news, too – deterioration looks to have been slight and additionally, the car's specification may well be unique.

This is one of 400 Manta Luxus models produced for the UK market. Launched in In March 1974, these featured sports wheels, a black vinyl roof, a sliding sunroof, nylon cloth upholstery, front seat headrests and the 1.9S engine. The received wisdom, supported by a period Opel advert, is that you could only buy a Luxus special edition in Signal Red or Signal Blue, so why is this one silver? No, not a later re-spray, says the man who extracted it from storage, Adrian Smith.

'I've heard from two separate sources that this car was a special order, built for the wife of one of Opel UK's directors. It's an unusual automatic, too, and the history folder contains the names of all seven previous owners. All I've done is give it a quick wash, fight my way past the cobwebs to the bonnet release, clean the points and check the lovely clean oil, then fire it up. It needs some welding and paint, but the mechanicals and interior are great.'

Others agreed – it recently sold for £7600 on eBay.

Odometer points to Manta having done few miles

Mechanicals, including 1.9-litre engine, well-preserved

Despite paraphernalia, storage seems to have been kind to Manta

Luxus-specification included nylon cloth upholstery

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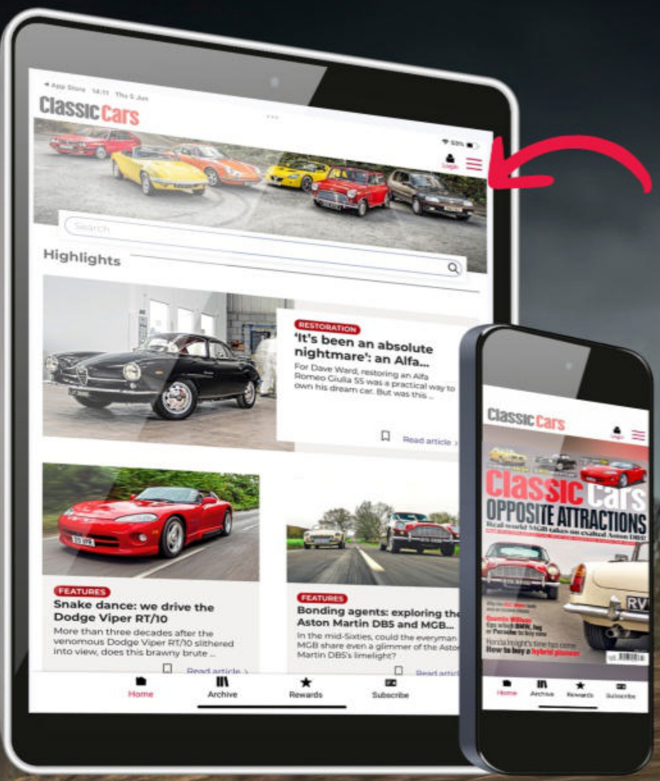
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ON SALE 10.12.25

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Contents may change but will still be great

My bucket list Mini...

LETTER OF THE MONTH

What a great article The List was in the October issue, and superb car choices from the reader, Amelia.

I have what I always considered to be an unhealthy obsession with *The Italian Job*, as has my wife, but we are old. To discover a Gen Z with such an equal passion for it is deeply reassuring. I think that is one of the wonderful things about the whole classic car world, it allows many enthusiasts to indulge in a shared interest and reassures us all that we are maybe not as mad as we sometimes fear!

We're just back from our second Turin trip, ticking off more iconic scenes from the film. Unfortunately, I failed a little in my due diligence this time because we rocked up to the Villa Regina on a Monday. The only day of the week it's shut! Only the Royal Lancaster left to do.

All the best to Amelia.

Gordon Sharp

...but a Lancia Fulvia was on mine

As always, the magazine is a good read and I especially enjoyed the feature in the Saab 900 Turbo (The List, November). Like your guest, so many on my bucket list were cars I walked past on the way to school, the most memorable being a Lancia Fulvia coupé which was a rare sight in Seventies Glasgow.

Why eight pages of November's Hot 30 on cars less than £50k but 16 pages on more expensive cars?

Alastair Bell

While much of our market analysis focuses on more affordable cars, our annual Hot 30 serves readers with greater means and indulges fantasies for the rest of us.

Phil Bell

Don't fixate on Varioram

I was very happy to read the Hot 30 (Cars to Buy in 2026, November 2025) with Iain Tyrrell championing the 993 Carrera 2 and specifically a coupé manual – I've owned three, the current for five years.

I seem to come full circle and return to a 993 each and every time and now finally, hopefully, the penny has dropped. They really are terrific to drive, diminutive in size, well built, reliable as the proverbial wood burning stove and the ultimate iteration of the air-cooled! A pretty car, and if you want some concession to patriotism it was penned by Englishman Tony Hatter.

I agree with all of Iain's points but would like to mention the Varioram he refers to which was introduced around 1996 onwards providing more torque and a slight bhp increase. Historically it's been a point of focus for the 993-generation 911 but the earlier non-Varioram has a closer ratio gearbox, revs out better and according to period road tests is quicker over the speed ranges to 80mph. The extra power and torque doesn't entirely translate to the road experience in the way you would imagine.

Back in 2004 I drove both models when choosing my first 993 and the non-Varioram version was my final choice for a wide range of reasons including it feeling that bit more spritely.

Paul Truckle

We deserve better

Quentin Willson's monthly column in the November 2025 issue of *Classic Cars* is absolutely spot-on. It replicates just what classic car motorists must put up with each and every time they take their beloved classic out onto the road.

I have a mint 1996 Mercedes-Benz SL280 (R129) with just 19,500 miles on the clock. No chips or paint damage so I cringe each time I take it out to find roads full of careless drivers hell bent on travelling as fast as possible, cutting in front, tailgating, changing lanes without signaling, roads full of potholes, uneven surfaces due to badly executed roadworks, queues, mud and debris on the roads from the increasing number of tractors used... the list goes on.

Quentin has it absolutely right, our hobby contributes millions to the Government coffer, we do deserve better.

Rod Lomax

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QUENTIN WILLSON

Big prices seen for rare modern classic supercars at this summer's US auctions don't mean the wider classic market in the UK is about to see an uptick

Quentin Willson had a 10-year stint presenting the BBC's *Top Gear*, has bought and sold countless cars and has cemented a reputation as everyone's favourite motoring pundit.

I keep looking for the uplift. The much-vaunted swing in classic prices that's the talk of YouTube. Reasons being ventured for a rise in values include £18 billion being pulled out of pensions, consumers feeling the YOLO blues and wanting to cheer themselves up, fear of an upcoming draconian budget, and more worryingly, the insane prices achieved in America over the summer for rare '80s and '90s supercars. They say the alchemy of these factors have injected the market with enough positive energy to shift the needle. While I'd love to agree, I can't see it.

The US did see a huge price rally in late summer – particularly top tier '90s and 2000s Ferraris. 458 Speciales, 16Ms, 360 Challenge Stradales, F40s, F50s and 550Ms all sold for significantly above market – some double. Even a relatively 'ordinary' 1992 512TR brought an astonishing $775,000. There was a hill of money being spent on modern classic-era supercars over summer 2025, but I'd venture this was a US bubble. Capital was being released in the wake of expected interest cuts by the Fed, lighter financial regulation brought business confidence, Republicans feeling upbeat because of Trump's promised tax cuts and – something we also saw in a big US stock rally at a similar time – FOMO.

> **'I'm counselling caution. The UK and European old car markets are in a conservative phase'**

Fear of Missing Out galvanised the S&P500 in September with retail investors piling in on the coat tails of the AI investor boom, creating record highs. And with supercar enthusiasts with the necessary cash to invest being a relatively small and compact group – literally only a few thousand people – the same fear of missing out on a supposed new boom could also have played a part in spiked demand and prices. But whatever unprecedented financial ebbs and flows are happening across the pond, we're not seeing the same here in the UK. Far from it.

Dore & Rees' September sale at Castle Coombe dispatched a 1988 Rosso, Swiss-supplied, left-hook Ferrari Testarossa, with 44,000km, full book pack, Ferrari service history, cambelt service just 400km ago with previous MoTs and bills. It looked a lovely old thing needing nothing, yet made just £73,661. That's behind the market. In the same sale a 1995 Morgan 4/4 with just 31,000 miles, lots of history and every MoT since new made only £9500 – well below market money. A mint and pretty 1969 MGC roadster in Primrose, fully restored with £16k of bills made only £12,500 – once upon a time that's what we were paying for MGC projects.

A really lovely 1958 XK150 FHC, upgraded to 3.8 spec with lots of expensive upgrades, made only £38,000 while a 1990 Lotus Carlton needing cosmetics and some bodywork made – take a very deep breath now – just £27,000. And it had a huge history and only two owners. At Historics Ascot sale in September, the top drawer lots – Aston DB4 Series II, Lamborghini Aventador SV, early Porsche 911 3.0 Turbo, 911 GT3 RS and manual Ferrari 360 Spider didn't sell. All of which suggests that any market uplift here has yet to make itself meaningfully felt.

As always, I'm counselling caution. Watch monthly achieved auction prices, compare them to the numbers reached over the last five years and you'll soon spot any upward movements. The UK and European old car markets are in a conservative phase, but sale rates are strong – enthusiasts see value in today's adjusted prices. Like a mint Morgan 4/4 for less than ten grand. Blimey.

Quentin Willson

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All this noise around car electrification seems to be overlooking the power of steam. It was good enough to motivate us as recently as 100 or so years ago...

ALEX RILEY

Alex landed his first television job in 1998, working behind the scenes on *Top Gear*. He's made several classic car TV series since, and currently writes and presents *The Car Years* on ITV4.

PHOTO: JOHN LAKEY

I once took part in the London to Brighton Veteran Car Run and one of the things I loved about it was the sheer variety of strange and wonderful cars taking part. Built in the years before there was a consensus on what a car should look like, there were all sorts of different ideas about steering, where the passengers should sit and the design and location of the major mechanical parts. A case in point was the vehicle I was a passenger in – or more accurately on – the 1875 Grenville Steam Carriage, a mid-engined three-wheeler with two rows of seats, the front bench sticking out at the front. The oldest vehicle that had ever taken part, it was coal-fired and had a stoker standing on the back shovelling coal into the big brass boiler. If he was too slow, we'd almost grind to a halt going uphill. Downhill it would reach a hair-raising 20mph on wooden wheels with metal tyres. We arrived in Brighton nine hours after setting off. Everyone else had gone home.

Steam cars actually outsold petrol and electric cars in America at the start of the 20th century. They didn't need a starting handle, so you avoided the very real risk of broken bones; and steam cars produced so much torque from very low revs they didn't need a gearbox, which at that time were particularly crude and obstructive. That abundance of torque also meant steam cars were fast. I once had a ride in a wonderful 1908 Stanley Gentlemen's Speedy Roadster, one of the fastest pre-WWI sports cars, which had no front brakes but which would do 80mph – double the speed of a Ford Model T. A Stanley broke the land speed record in 1906, setting a mark of 127mph, that wouldn't be beaten by an internal combustion car for another 16 years.

'The Gentlemen's Speedy Roadster had no front brakes but did 80mph – double a Ford Model T'

But as the Model T got cheaper, and got an electric starter, the steam car was doomed. By 1914, its glory days were over, save for a few very fast and expensive steam-powered luxury cars.

But in the late Sixties concerns over pollution saw the steam car almost make a comeback. Steam engines use external combustion, so you don't get the same emissions from compressing and igniting petrol and diesel. You can also burn a variety of fuels. The State of California commissioned steam car research and Alec Issigonis did various experiments including a two-stroke steam engine estimated to produce 80bhp per litre and a later design that fitted under a Mini bonnet and featured a steam turbine to drive the pumps. Saab even produced a 250bhp steam engine in the Seventies before deciding to go down the turbo route instead.

The big issue was fuel consumption. I'm no engineer but I think efficiency depends largely on maintaining very high temperatures to produce super-heated steam; unfortunately, the materials, lubricants and burners just weren't available. The Grenville steam carriage used so much coal on the 50-odd mile trip to Brighton that we almost ran out. We stopped by a petrol station and were on the verge of buying some charcoal briquettes when the coal lorry appeared in the nick of time. We also had to keep topping up with water from roadside fire hydrants. More modern steam engines recycle water.

In the early 2000s, a considerably more efficient three-cylinder steam car engine was built in Germany that developed 221lb ft of torque at very low revs and averaged 47mpg. Emissions were so low that they called it the Zero Emissions Engine. Maybe there's some life in the steam car yet.

Alex Riley

WORKING CLASS HERO

In 1986, Ford captured the cultural zeitgeist and ruled the racetracks with its **Sierra RS Cosworth**. Forty years on, we take one on a road trip reliving its journey from unclassifiable oddball to undisputed Eighties icon

Photography JONATHAN FLEETWOOD
Words SAM DAWSON

SIERRA RS
COSWORTH
Ford
D36 DBK

Ford
FORD BRITAIN
Dunton Campus

I don't know what the man in shirt and tie looking down from the window at Ford Dunton's modernist concrete edifice does, or what he was doing 40 years ago, but he seems mightily proud of what he sees. Sat outside is a Sierra RS Cosworth in blinding Diamond White. Its underlying shape may have its origins in Uwe Bahnsen's German Ford design operation, but everything that made the Cosworth – and, arguably, saved the Sierra and made Ford a bestseller again – sprang from here in Essex.

Today, I'm taking this groundbreaker on an epic road trip. From the place it was created, through the towns where it found a place in people's hearts, on to the motorway network it made its own, and to the racetrack where it tasted glory.

We're so used to the Cosworth iconography – that vast rear wing, those hungry air intakes, the connotations of the name, both positive and negative – that it's easy to forget how the Sierra was received when it was launched in 1982. Ford had enjoyed the Seventies. When BMC replaced its 1100/1300-series with the dumpy, unreliable Allegro in 1973, it ended up ceding the UK bestseller slot to the Cortina for the rest of the decade. And it wasn't just the midsized saloon that cleaned up – the Escort, Fiesta and Capri all cemented places in the top ten.

But times were changing. Another oil crisis struck at the end of the Seventies, and having already downsized its engines, the car industry turned to aerodynamics, computer-controlled fuelling and weight saving to counter the new petrol price spike. After a decade selling on simplicity and repairability, a future loomed where sophistication sold and drag coefficient was the new buzzword. According to Ford product planner turned marketing man Steve Saxty, Ford took inspiration from Lancia's advertising imagery as the Eighties dawned, replacing photogenic models and beaches at dawn with graph paper and technical cutaways. The Sierra was a strikingly modern challenger for this new era.

As I click the door open and take in the red-pinstriped fascia, I'm transported back to an evening in the mid-Eighties when my father returned from work in a new Moonstone Blue Sierra Ghia estate. It was a company car intended for his boss and was soon handed back, but it seemed so futuristic in a Seventies-hangover world of jagged-edged three-box saloons with strip speedometers and usually rusty wheelarches.

Dad was an architect, and he and his roll-neck-jumpered colleagues welcomed the Sierra alongside the predictable Saabs and Citroëns. Ford found itself exactly where its advertising had wanted it to be. No longer the laggard appealing to people with dismantled carburettors in the kitchen sink. In the US, Sierras were sold under the cod-Germanic Merkur brand to rival Audi. Magazines that sneered at the Cortina's backwardness praised the up-to-the-minute Sierra. But this was a problem, because Ford threatened to leave its established customer base behind.

I settle into a driving seat that seems harsh and unyielding as I negotiate its firm, high bolsters but soon reveals itself to be extremely supportive, like tight-fitting sportswear. Turn the key and the 16-valve Cosworth YB twin-cam rasps into life, a tiny boost gauge half-obscured by the steering wheel twitches as I prod the throttle. The workmanlike but positive Mustang-sourced Borg-Warner T5 transmission clanks purposefully into gear. As I surge past the ranks of Fords in Dunton's car park, I'm reminded of something Robb Gravett, winner of multiple championships in Sierra Cosworths, said of those early days, 'When Ford produced the Sierra, no-one got it. But when they

If one car sums up the Eighties, it surely must be the Cossie

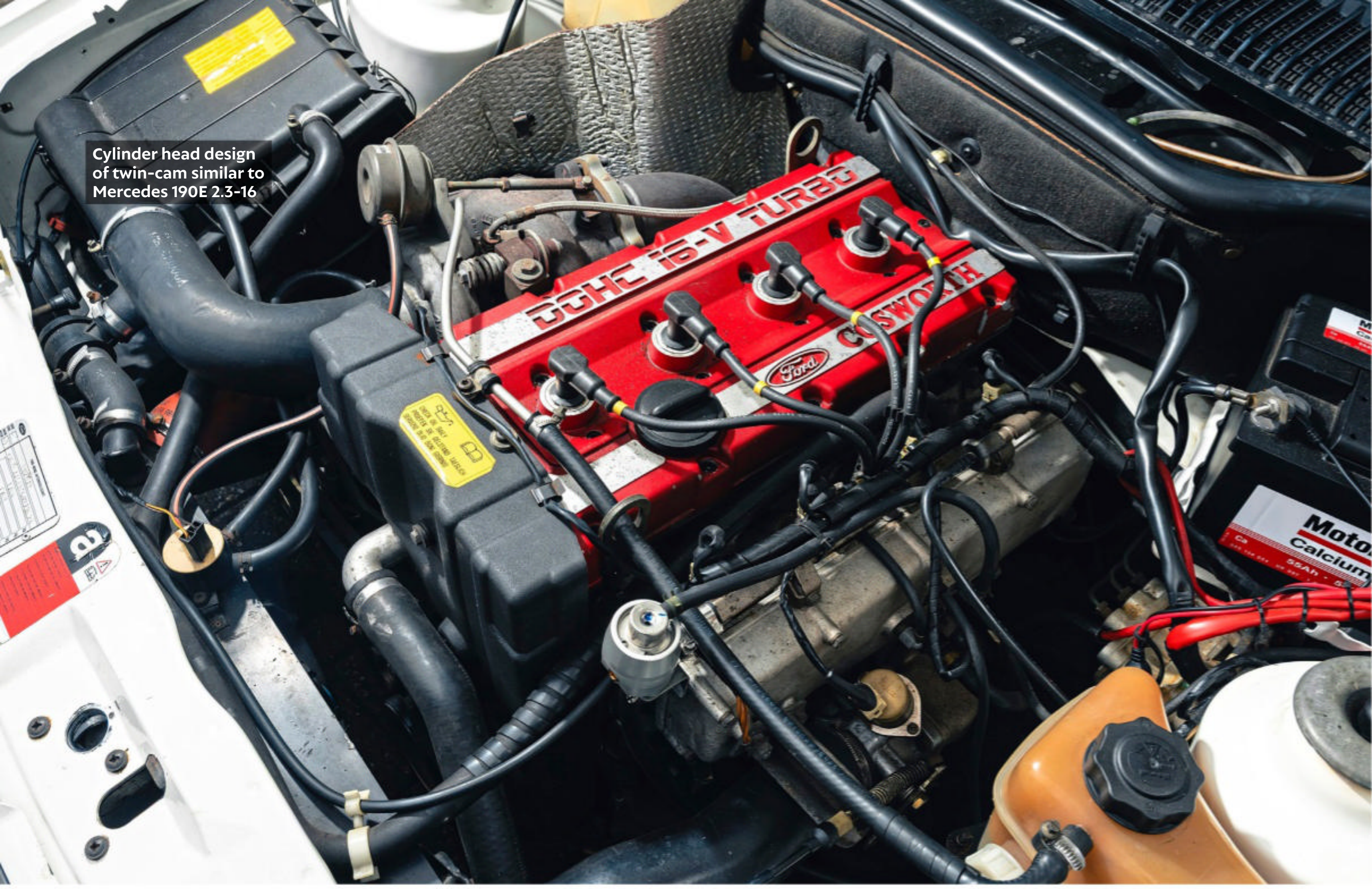
Only smaller wheel and 'Roma'-trimmed Recaros sell RS dream

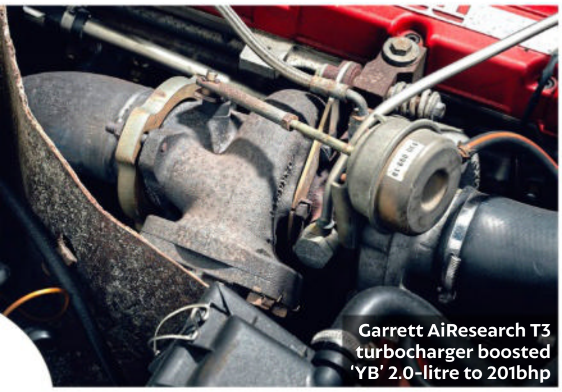
Ignore 170mph, but Cossie could officially crack 150

Signs of the time: this iconic car has some legendary sounds

Top Gun
Queen
Madonna
Dire Straits
A-HA
5 Star

Porsche performance but practical, too; RS all things to all drivers


Cylinder head design of twin-cam similar to Mercedes 190E 2.3-16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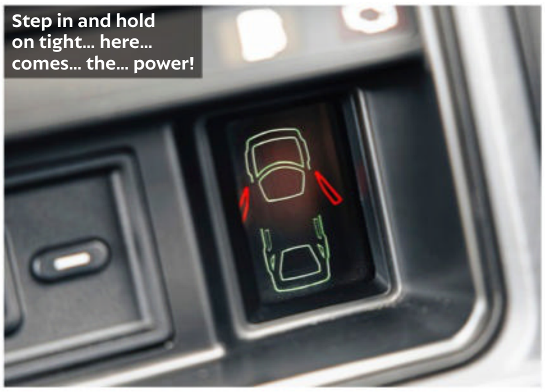
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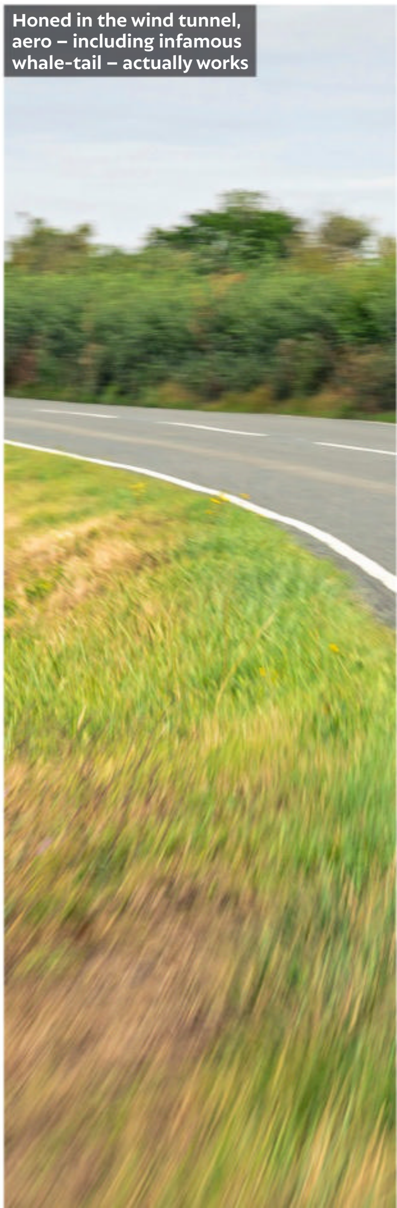
Honed in the wind tunnel, aero – including infamous whale-tail – actually works

created the Cosworth, suddenly all the sales reps wanted one. Just a Sierra, didn't have to be a Cosworth, but it had that effect.'

The Cosworth hunkers down noticeably on the A127. It's unusual that you can feel aerodynamics working so readily, but relatively long suspension travel and tyre sidewall compression means the huge rear wing and purposeful front splitter physically push the bodyshell downwards, especially when the throttle is mashed and the Garrett T3 turbocharger starts to whistle. It's curious to think, then, that the Cosworth represented the Sierra's second – and perhaps last – shot at popularity.

Before the Cosworth, there was the XR4i, an attempt to create a Capri-replacement coupé. Designer Peter Horbury later admitted he'd attempted to emulate the Porsche 928's side profile by using an extra C-pillar and a smoked pane covering the B-post, but the result was so unpopular, the Capri remained in production. The additional pillar reduced visibility, and with the heavy Cologne V6 in the nose, the softly sprung XR4i was prone to understeer. The Cosworth used a base-model three-door bodyshell as a basis, but one element of the XR4i's design, with origins in the 1981 Ghia Probe III concept, remained and grew via the wind tunnel – that distinctive whale-tail. The car came together in just 14 months within Rod Mansfield's Special Vehicle Engineering department. *CAR* magazine noted the strong similarity the Pinto-based YB's cylinder head design bore to that of its Cosworth stablemate, the Mercedes-Benz 190E 2.3-16. Mansfield had requested 200bhp from Cosworth with the brief of eclipsing the Mercedes via turbocharging, so given the short development time frame, recycling wasn't surprising.

But reviewers were stumped as to how to classify it. At £16,000, nearly all its rivals were coupés like the Alfa Romeo GTV6 and Porsche 924S. But with 6.1 seconds to 60mph, and 150mph, its performance rivalled the BMW M535i and Rover Vitesse, which offered luxury and prestige as well as competition breeding. The two-box layout even gave the Cosworth a claim to be the ultimate hot hatch, existing in a price bracket above Golf GTIs, its rear-drive recalling the Sunbeam-Lotus and Chevette HSR. Nowadays marketing folk wouldn't be able to resist calling it a coupé, but in the Eighties it was definitely a hatchback.

But as I turn off the A130 and tackle the narrow country lanes east of Battlesbridge, I'm reminded of another classic icon. In 1986, £16k wasn't cheap – it equates to £60k today. But working backwards, it was the equivalent of just over £2k in 1961. E-type money. And just as the E-type brought Ferrari performance to the middle classes, the Cosworth did the same 25 years later. I'm driving through the leafy village of Canewdon now. It's the sort of place where Cosworth owners lived. Respectable rural outer suburbia, and more a place of businessmen's expresses.

But the world was changing in the Eighties, especially in Essex. Sat on London's doorstep, a newly deregulated City offered the chance for the East End diaspora to make fortunes. Be it via canny market traders stepping up to the stock exchange, or enterprising tradesmen catering for the cash-rich and time-poor, money flooded into Essex. To newly enriched buyers who'd grown up in overspill estates in the shadow of Ford's Dagenham works, the Cosworth was perfect. Fast enough to rocket into London and impress friends with Porsche-baiting

SIERRA RS
COSWORTH
D36 DBK
Hendy Lennox

Sierra Cosworth was a gamble that paid off spectacularly

performance. Practical enough to accommodate a young family. But also, like many 'ordinary car' icons, classless.

I can't resist firing it into tight right-angled bends snaking out of the village as the speed limit rises. There's a sure-footedness to the Cosworth, its racing-homologation wheelarch extensions concealing grippy 205/50 VR15 tyres. The barely assisted steering feels heavy, and you have to commit to a cornering line rather than adjust it on the throttle. This is down to the looming threat of turbo boost. Although there's nowhere near as much lag as most early turbocharger installations, throttle responsiveness is similar to a modern turbodiesel, the anti-lag advantage of smaller-diameter turbochargers not catching on at Ford until the Nineties. A sudden 200bhp punch mid-corner can overwhelm loaded rear tyres; if there isn't enough tarmac within which to correct the slide, you'll end up in a ditch or a wall.

Many did. Especially when stolen. With supercar performance allied to rudimentary Ford security, by the end of the Eighties the Cosworth became near-uninsurable in all but rural postcodes, its combination of immense speed and yawning rear hatchback making it the favoured car of ram-raiders. To this day Cosworths tend to be festooned with aftermarket alarms and immobilisers wreaking havoc with wiring looms as a result.

The next stop on our pilgrimage is Southend seafront. This strip of amusement arcades and fish and chip shops is the spiritual home of the fast Ford. Essex's secondhand market has always been flooded with Fords, bought at discounts by workers at Dagenham and Dunton. And especially on weekend evenings, the seafront echoes to the sounds of heavily modified everyman performance cars blaring exhaust noise and bass beats alike.

As I park the Sierra outside an amusement arcade, all flashing lights and hyperactive electronic voiceovers, and take it all in, a distinctive throbbing exhaust note approaches. It's a gold-wheeled Subaru Impreza. A near-opaque window lowers and the woman behind the wheel extends an appreciative thumb, mouthing 'legend!' when she sees the Sierra. The Impreza arguably stepped into the Cosworth's shoes, offering practicality with supercar-bashing performance for a price tag many could afford. And while questionable modifications and irresponsible drivers gave both machines disreputable images, depreciation, dependability and significant numbers meant they helped democratise high performance. Even if enthusiasts couldn't afford them new, they could make realistic plans to buy them secondhand. This was how the Cosworth became the 'Cossie'.

Bidding Southend goodbye, I get back on the A130, forging towards London. In October 1986, just after the first Cosworths

OWNING A FORD SIERRA COSWORTH

'I've only had it a year, but I've always wanted one because my dad had a black one when they were new,' says Mark Gibson of his Sierra Cosworth. 'I even managed to find one sold from the same Southampton dealership in 1986, Hendy Lennox. They always made sure their premium cars had two-digit numberplates, and fitted a fire extinguisher and rear sun blinds – this car may have shared showroom space with his. They depreciated enormously – dad's went from £16k to £5k in three years, and the Sapphire Cosworth he replaced it with was worth only £3k a few years later. They spent a long time worth very little, but this one was owned by a judge for 18 years, has only covered 45,000 miles and still carries its original inspection stamps. I've only had to replace one part – a leaking fuel line – otherwise it's been reliable.'

RS a sea change in the transformation of regular Sierra's image

Cosworth unlocked motorsport success for Ford of Britain

One of the most stolen cars in Britain during the late Eighties

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XR4i-based body a bridge too far; big-window 'shell replaced it were delivered to their owners, the final section of the orbital M25 was officially opened at South Mimms. Few cars embodied this new era of motorways like the Sierra. Sales reps soon appreciated its slippery aerodynamics as they sat at 70mph, enjoying relative quiet and stability compared to a previous generation of brick-profiled saloons. Whether lulled into a false sense of security, or under the influence of Andy Rouse, it wasn't long before the Highways Agency noted people were driving too fast on the M25. In response, Surrey County Council launched a project in conjunction with Radio Mercury and County Sound, broadcasting warnings to drivers that included alarm bells, ticking clocks, and phrases like 'Slow down!' and 'Would your family be able to cope if something happens to you?'.

As I descend from the QEII Bridge, Ford's Dagenham factory around the bend of the Thames to my left, I see the gantry under which the Dartford Toll booths used to live. Amid the City's 'Big Bang' boom post-1987, a clandestine club of Docklands finance workers would meet at South Mimms service station at night and attempt high-speed laps of the 117-mile M25, using pairs of Dartford Toll tickets to prove their feats.

Porsches were favoured for the feat, but the cars setting off from South Mimms under cover of darkness before the Black Wednesday market crash and the Gatso speed-camera roll-out also included Sierra RS Cosworths. The 6.1-second 0-60mph time was enough to beat the 190E 2.3-16 and BMW M3, but what really set the Sierra aside from most mere touring-car homologation specials was its turbocharged top-gear acceleration – 50mph-70mph takes only 4.8 seconds in fifth. A Ferrari Testarossa doing the same thing takes 7.8.

But just as they did with Jaguar Mk2s in the Sixties, the police took note. Once the four-door Sapphire RS Cosworth replaced the three-door in 1988, the sight of a white example in your rear-view mirror prompted you to lift off the throttle. Appropriately, Jimmy Nail drove a Sapphire RS in tough-cop drama *Spender*.

At Junction 3, I turn off the M25 and head for Brands Hatch. Rouse took pole at the Sierra Cosworth's first visit to the Kent racing track in 1987. From 1988-90, every single BTCC race here was won by either Rouse or Gravett in a Sierra. This dominance wasn't confined to its native Britain either. Klaus Ludwig took the 1988 Deutsche Tourenwagen Meisterschaft in one, beating BMW and Mercedes on home turf. Dick Johnson annihilated established Ford Falcon opposition in Australian touring cars in 1988-9. The Cosworth also emerged victorious to take the 1987 World Touring Car manufacturers' title, and other classic endurance races to its name include Bathurst, Spa-Francorchamps and Macau. It even made its mark in rallying in the wake of the Group B ban, taking domestic championships with drivers Jimmy McRae, Carlos Sainz and Didier Auriol.

The word icon is horrifically overused in the classic car world, but it does wholly apply to the Sierra RS Cosworth. Whether as a halo car making people feel better about their workaday 1.6Ls, bedroom wall poster, coveted supercar-slayer, all-conquering motorsport hero, police pursuit car, modified 'Cossie' lowered on a set of aftermarket alloys, or £100k-auction Generation-X E-type; if you came of age in the Eighties, it will mean something to you.

Thanks to: *Ford of Britain (ford.co.uk) and Brands Hatch (brandshatch.co.uk).*

1986 Ford Sierra RS Cosworth

Engine 1993cc in-line four-cylinder, dohc, Weber-Marelli electronic fuel injection **Power and torque** 201bhp @ 6000rpm; 204lb ft @ 4500rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Variable-ratio rack and pinion, power-assisted **Suspension** Front: independent, MacPherson struts, coil springs, telescopic dampers, track control arms, anti-roll bar. Rear: independent, semi-trailing arms, coil springs, telescopic dampers, anti-roll bar **Brakes** Front and rear: discs, servo-assisted, ABS **Performance** Top speed: 150mph; 0-60mph: 6.1sec **Weight** 1195kg (2635lbs) **Fuel consumption** 28mpg **Cost new** £16,000 ***Classic Cars* Price Guide** £23,500-£70,00

Brands Hatch is entwined with Sierra Cosworth BTCC success

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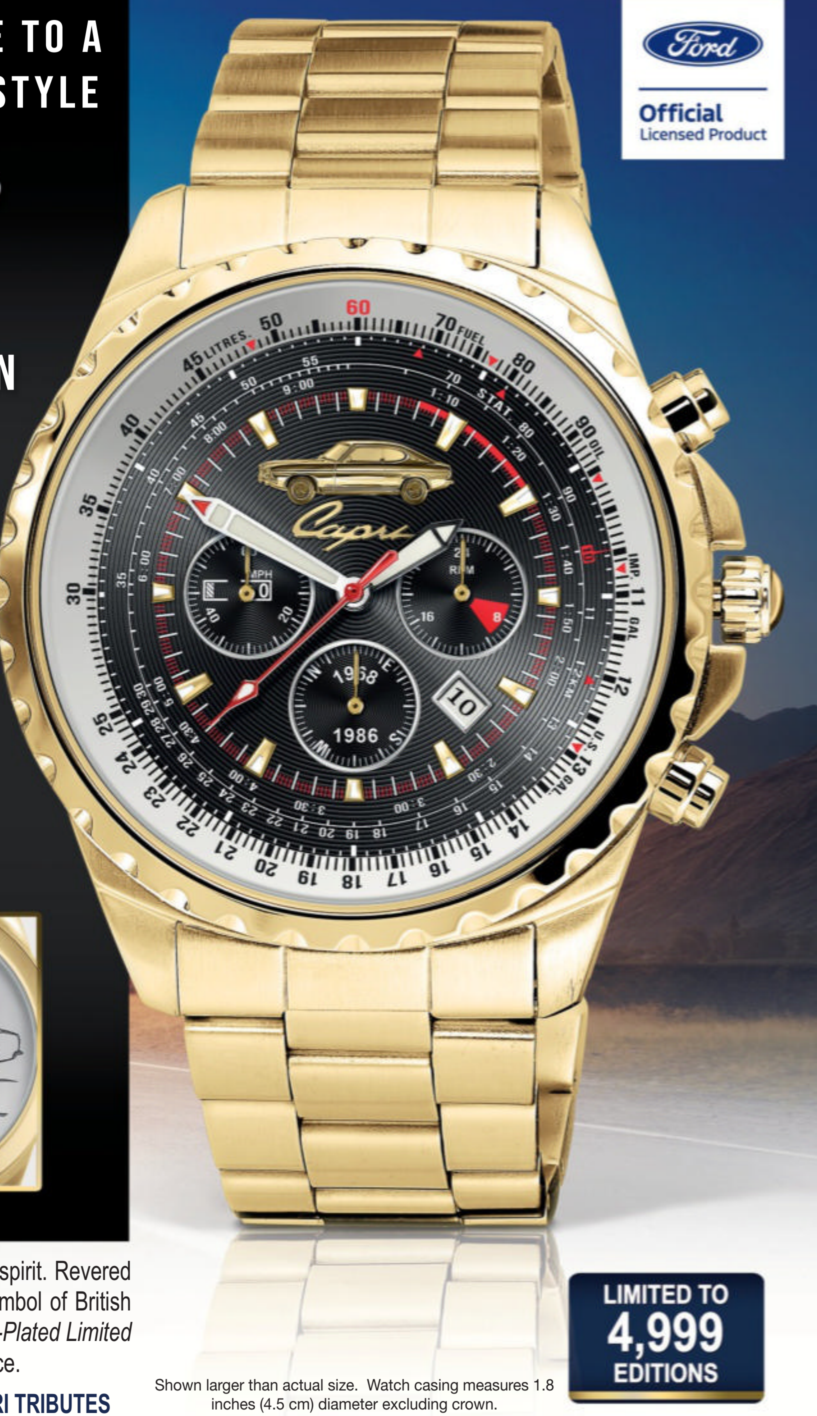

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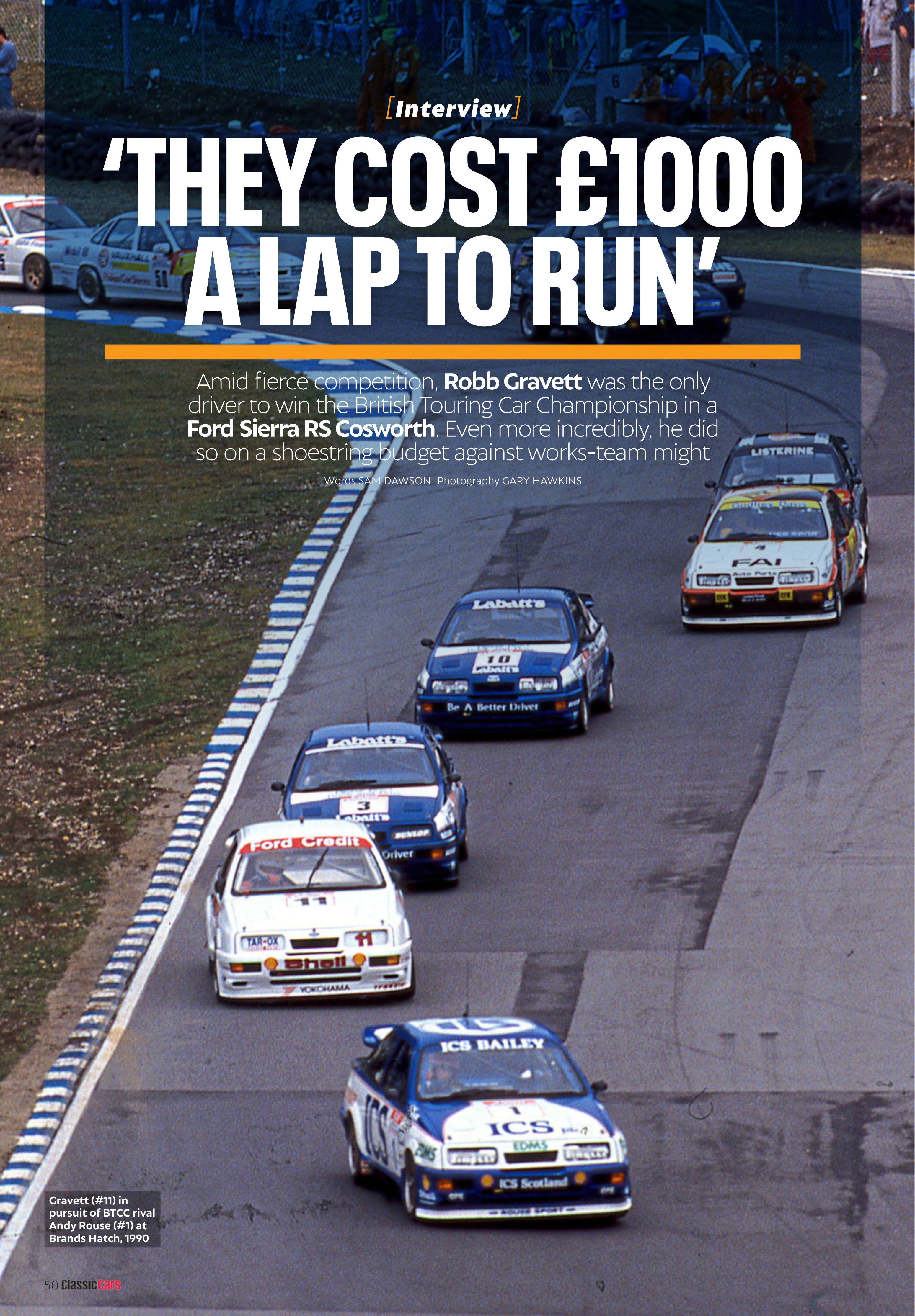
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[Interview]

'THEY COST £1000 A LAP TO RUN'

Amid fierce competition, **Robb Gravett** was the only driver to win the British Touring Car Championship in a **Ford Sierra RS Cosworth**. Even more incredibly, he did so on a shoestring budget against works-team might

Words SAM DAWSON Photography GARY HAWKINS

Gravett (#11) in pursuit of BTCC rival Andy Rouse (#1) at Brands Hatch, 1990

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ICS BAILEY
LISTERINE
QUBIE
Cars with a future
Ford

Gravett leading the 1990 British GP meeting

1
Cars with a future
Ford

Gravett leading Rouse at Brands, their rivalry fully lit

QUBIE
Shell
CHAMPION SPARK PLUGS
YOKOHAMA
Trakstar
11

Leaning hard on the RS at Silverstone, 1990 GP race

'After qualifying at Brands Hatch, someone set our trailer alight'

In 1987, I won two championships back to back in the Ford Sierra RS Cosworth – both the Uniroyal and Monroe Production Saloon Championships,' reminisces Robb Gravett as he recalls the immediate competitiveness of the car. Drivers Gravett defeated in these early days include such BTCC luminaries as Tim Harvey, James Kaye and Jerry Mahoney.

And the motorsport world noticed. 'Peter Hall of Rouse Sport sponsor ICS frightened himself testing the new RS500. Mahoney, an ex-teammate from the year before, spoke with Hall and suggested that they should put me in the car, so I got a call from Andy Rouse offering me a test drive at Thruxton.' However, after spending the 1988 British Touring Car Championship playing second-fiddle to Rouse, Gravett instead went to Australia, backed by Shell, to race in the Bathurst 1000 for Dick Johnson.

'Fellow BTCC racer and BBC Radio 1 DJ Mike Smith had felt the same driving for BMW with Frank Sytner, and we decided to set up our own team,' says Gravett of the origins of Trakstar Motorsport. 'On the way back from Australia, I arranged a stopover in Tokyo, during which I had a meeting with Yokohama, which wasn't a prominent name in British motorsport at the time. At Bathurst we'd already agreed to buy two RS500s from Johnson, and Richard Branson – already a backer of mine since 1987 – had them flown back to the UK.'

Gravett emerged from the Tokyo meeting with a tyre supply deal in return for PR and development duties throughout 1989 and 1990. 'I said on TV that the Yokohama tyres were excellent, but in reality they were terrible!' Gravett laughs. 'I got understeer coming out of every corner with both qualifying and race compounds. But they listened to my feedback and were able to develop them throughout the 1989 and 1990 BTCC season.

'But by 1990, the chassis were tired, so we built one good car with a shell from Ford,' says Gravett. 'In 1989 we struck a deal with car-phone firms Cartel and NEC for two years of sponsorship – £300k in 1989, £330k in 1990 – but while NEC was brilliant and supportive, Cartel pulled out of the second year, which implicated NEC, which had already paid Cartel, so it also became the innocent party. So we went into the 1990 BTCC season with a plain car.'

Lack of sponsorship was a serious issue on an RS500. 'They cost £1000 a lap to run – tyres and fuel, but also component wear and

THE INDEPENDENT
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stress on the bodyshell shortening its service life,' says Gravett gravely. 'I used to do just three or four qualifying laps, then keep an eye on the opposition's times to see if I needed to go out again, just to save money.'

The BTCC's TV commentator, the inimitable Murray Walker, publicly cast doubt on Trakstar's ability to last the 1990 season, the front-running RS500 teams running £250k annual budgets per car. At the two-driver endurance race at Donington Park, Gravett secured the services of Stig Blomqvist, took pole and seemed to be on course for the win even despite turbo-boost problems. But on the last lap, Blomqvist took an unorthodox line into Goddards and spun off, handing the win to Rouse. Gravett could only look on aghast from the pit wall, mere metres away.

'Mike stepped back early on in the 1990 season, because he felt it was in the best interests of the team,' Gravett recalls, 'I thought this was unfair on Mike, but after I crashed my car in testing in the wet at Silverstone, he insisted I take his car. And then Ford entered. Their official works team was Rouse Sport, but we were seen as an upstart team that was doing well.

'Ford had a prize fund. Knowing we were struggling, but that Mike and I had a big following, Ford Credit came in with sponsorship, and some money to just-about keep our heads above water. We got £6000 per win – and I'd put it straight into the team. Tyre development with Yokohama was also ongoing too, on the construction of the tyres rather than the compound of the rubber itself. In testing at Snetterton, I had 16 sets of tyres, and Yokohama wanted to cross-check everything I was saying. I told them Set Nine was the same as Set Two. They were, but it was to test me to make sure I was accurate.

'But we were still hand-to-mouth in terms of budget. I tried to get Yokohama on-board as principle sponsors, even going to Japan to secure it, but they said no. We ended up selling sponsorship on a race-by-race basis, £5k here and there. I also did marketing for Ford, around the launch of the second-generation Escort RS Turbo.'

Things came good at Thruxton with the first win of the season. At the first Silverstone outing of 1990, Gravett qualified second behind Rouse, only for Rouse to spin, dropping down to ninth while Harvey surged into the lead. Harvey's head gasket let go on lap 15, opening the door for Gravett, who proceeded to lap the entire field save for Rouse. Rouse clawed his way up to third, but Gravett emerged from a dense smokescreen laid down by the exploding turbocharger of another RS500 to take the win.

However, Gravett didn't lead the Championship. In 1990, in anticipation of the new Two Litre – later known as Super Touring – regulations for 1991, a two-class system meant that title honours still went to the most successful class victor. And going into the British Grand Prix support race, the Championship was led from below, by Frank Sytner in a BMW M3.

'The Rouse-Gravett rivalry was very real'

'We were underdogs from the start, but even more so thanks to that multi-class system,' says Gravett. 'That Silverstone race was incredible – the crowd was so huge they had to fly some of the BTCC drivers into the circuit in helicopters. And that F1 crowd stayed to watch the flame-shooting touring cars. The BTCC started pulling in huge TV ratings – 2.7–2.8m viewers, more than F1, and sponsors started realising the implications of that.'

Now carrying Champion spark-plug sponsorship on his doors, Gravett lined up second on the grid behind Rouse. Walker noted that only tyre brands really differentiated the two drivers. They clashed during an attempted overtake, Gravett losing a chunk of bumper at Bridge before passing Rouse on the Hangar Straight a lap later. Sytner's M3, running an experimental Prodrive engine, coasted to a halt. In front of a crowd of Mansellmaniacs who'd just seen their hero robbed of victory by Alain Prost despite fastest lap and pole position, Gravett savoured a high-profile victory. He now led the Championship by 16 points.

Gravett's 'slow' Sierra Sapphire leads Ian Flux's E30 M3, Donington 1991

Things were about to turn sour. 'After qualifying at Brands Hatch, we went out to eat, but had a phone call at 9:15pm saying someone had set our trailer alight,' said Gravett. 'The fire brigade managed to put it out, but the car was inside it, and had that gone up we would've been out of the Championship. I've no idea who was responsible, but it was frightening. This wasn't a racing incident, it was arson – people could have been killed, and yet that's how competitive the series had become.

The race itself was contentious too. Rouse took the lead off the line, only for Gravett to snatch it back at Graham Hill Bend. Rouse's RS500 overheated on lap 36, but Sytner looked set to regain the Championship lead, his M3 holding its own against the RS500s in overall fourth place.

'The Group A RS500s were so much faster than everything else. We'd actually pass Formula 3000 cars on the straights during testing, although they'd outbrake us. The main problem with was slowing the car down and making its tyres last. We also ran a locked differential, both rear wheels turning at the same rate. I had to change my driving style to accommodate this – tyres scrubbed, but spinning would do them even more damage. I had to straighten up as soon as possible, getting the revs up as we ran high turbo boost pressure. Then there were the qualifying tyres – designed for one lap, generating so much grip that I'd corner on two wheels, and you had to count to two before braking rather than applying them where you usually would.

'RS500s were – are – very difficult cars to drive. Fernando Alonso once drove my car at Jerez, and said, "The drivers of these things must've been mad!" But F1 cars are designed from the ground up to race. Touring cars aren't, although that rear wing really worked. That said, the Mercedes-Benz 190E 2.5-16 AMG Evo II had masses more downforce than the RS500.'

Rouse suffered a puncture at Snetterton, while Gravett spun attempting to overtake Harvey for the lead, then regained composure and caught Harvey up, overtaking him at Riches. Then it was Harvey's time to spin, attempting to recapture his lead. "That was the best race I've ever had that I didn't win," Harvey quipped in the paddock. After the following race at Brands Hatch, Rouse's Championship hopes were over. But Gravett's problem was one he couldn't really control – Sytner.

At the infamous 1990 Birmingham Superprix, Gravett retired with a blown engine. Sytner looked set to triumph, but on the last lap, on worn tyres, his M3 collided with Cleland's Vauxhall Cavalier, taking them both out of contention. A fight broke out on the street circuit between the two drivers, marshals intervening as cars passed at race speed.

Gravett secured the Group A class win at Donington, but the title itself remained undecided until the penultimate round at Thruxton. Gravett needed at least second place in the case of a Sytner class win. After pitting for new tyres, Sytner rejoined the fray but couldn't outpace fellow BMW driver Nettan Lindgren. Gravett waved Harvey past to look after his tyres and secure his championship – the first and only BTCC for the RS500.

The final race at Silverstone was something of a formality. 'It was quite sad,' says Gravett, still with a poignancy in his voice. 'The end of Group A took a lot away from the BTCC. I remember getting into our Sapphire Cosworth Super Tourer in 1991 and thinking it was so slow – Gordon Murray even said he couldn't do anything with it, its transaxle gearbox acted like a pendulum and the rear wing actually gave rear uplift.

'Super Touring lap times eventually beat Group A's, but they did so with tyres and aerodynamics. A Group A RS500 used raw power. At Brands in 1990 we managed the first 100mph-plus average lap. At Silverstone and Snetterton, we were hitting 189mph. And all the while, the Rouse-Gravett rivalry was very, very real. Years later, I was having a drink in a bar and had a tap on the shoulder. It was Rouse, who said "How are you! We should go out for dinner sometime!" We still haven't…'

Gravett and Rouse collide at Silverstone GP support race

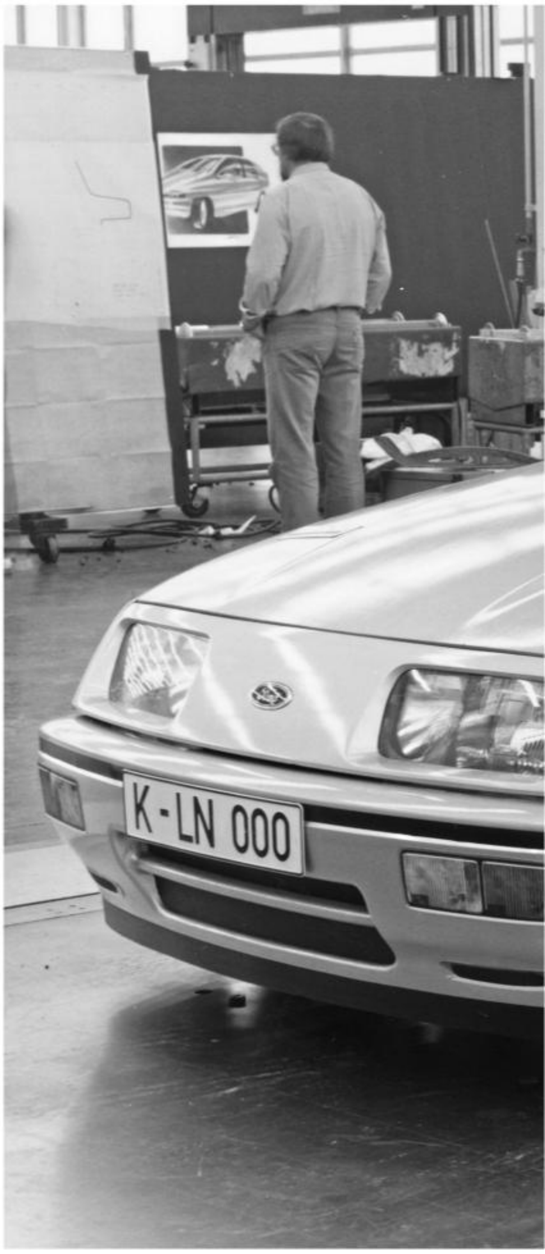
Toasting one of his two Class A wins at Brands Hatch in 1990

Gravett won two championships in 1987 in the Sierra Cosworth RS500

THE BIRTH OF AN ICON

The Sierra RS Cosworth's track record is well known, but not the story of its birth. Conceived over a pub lunch, the legendary racing Sierra's development took just two years

Words STEVE SAXTY Photography FORD MOTOR COMPANY/STEVE SAXTY



TOO SMOOTH, THE COSWORTH DIAMOND IN THE ROUGH

This Sierra isn't what it seems. It's not a real car but a full-sized glassfibre model of the XR4i that was repurposed for remodelling in Ford's Cologne design studio. The model looks like the near-final Sierra Cosworth apart from two obvious things. The front shows a neat-looking style but it's almost too subtle in execution. The other is the use of the 'six-lite' (in Ford-speak) body from the XR4i that was later changed to the less controversial and less distinctive one used on the most basic three-door Sierras.

Motorsport director Stuart Turner knew the ropes at Ford – which was just as well, because he had a very knotty problem to solve. Ford's finances were being strangled by the poorly received Sierra in 1983. It was panic stations – what could be done to save both the car and Ford of Europe's reputation? To make matters worse, Turner had just returned to lead Ford Motorsport and had to watch the aging Capri struggle on the racetrack. He vowed that he would find a solution. But the racing Capri's supposed replacement, the Sierra XR4i, was heavier and – because it shared the same wheezing 2.8-litre Cologne V6 engine – slower than the Capri. Worse still, customers weren't keen on the XR4i's oddball looks, with its unusual (to some, downright strange) three-window bodyside, grey plastic cladding, and twin rear spoilers.

Turner insists it was pure coincidence, but one summer day in 1983, he was showing senior Ford Europe executives around Cosworth's engine facility. Owner Keith Duckworth casually mentioned that Cosworth was developing a twin-cam version of the 2.0-litre Sierra engine. Over a pub lunch, Turner suggested that a turbocharged version would make the perfect racing engine for the struggling Sierra. Perhaps it was a lightbulb moment – but having an engine concept was a far cry from building and racing a car.

What Turner envisioned seemed utterly impossible – a turbocharged Cosworth race engine producing 500bhp, housed in a Sierra with enough showroom appeal to sell 5000 units and qualify for Group A racing. Then there was the cost – a rough estimate suggested Ford would need to invest £80 million to produce 5000 high-specification versions of a car that, at the time, wasn't even selling.

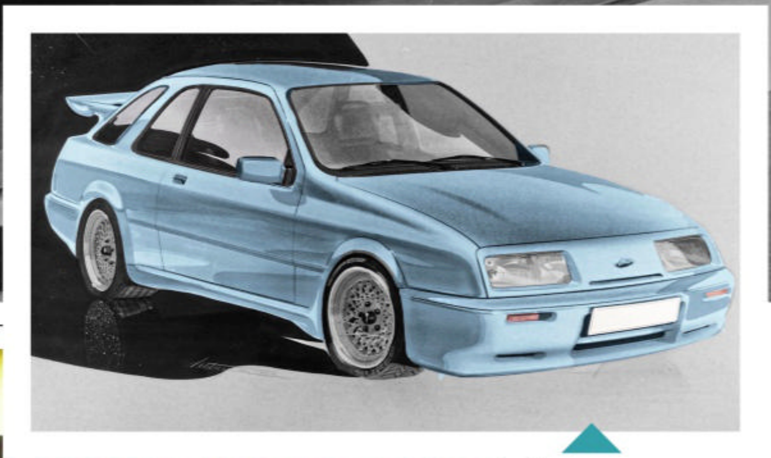
The real cost would likely be even higher. Ford Motorsport also wanted to build 500 evolution models – an extra 10 percent, as permitted by Group A regulations. And all of these cars had to be completed before the facelifted Sierra launched in a few years. Approving such a costly project – and one that would surely lose money unless it won races – would take a brave executive.

In October 1983, Stuart pitched the idea to Ford of Britain's chairman, Sam Toy. 'I was struggling a bit to sell it to Ford of Britain, who'd have to take a hefty chunk of the 5000 needed for homologation,' Turner recalled. 'Then the great Sam Toy pointed to a photo on the wall and asked, "Will the Cosworth do for Sierra what

WIND TUNNEL TESTING

The aero test car – Prototype SRT10 – used the Ford 2.8-litre Cologne V6. This road car was significantly faster around the Nürburgring in the hands of Zakspeed Capri racer Klaus Niedzwiedz. All it needed now was a 500bhp turbo engine. In this form the car was handed over to Ford Design to beautify for production while a second prototype (RST11) was constructed to test the installation of the 2.0-litre Cosworth engine.

EAGLE
GOODYEAR



WORK-IN-PROGRESS DESIGN SKETCH

This work-in-progress sketch from March 1984 by Ichiro Hatayama, working under design manager Harm Lagaay, shows the two men's vision for the hottest Sierra as it moved into the modelling phase. They had considered other options that used more side cladding, but this more delicate style finally won out.

the Lotus did for Cortina?" I said, "That's exactly what it will do, and I should've had the sense to put that in the proposal you have in front of you." Sam became supportive. The picture was of Jimmy Clark in a Lotus Cortina at Brands Hatch.'

With backing from the sales team and authorisation from Ford of Europe's powerful product planners, things moved quickly. The job of engineering the Cosworth-powered Sierra went to Ford's Special Vehicle Engineering (SVE) team – then known for the Capri Injection and the XR Fiestas and Escorts. Ford Motorsport was too small and focused on building and racing competition cars. In contrast, SVE, based in Dunton, Essex, alongside Design, Body Engineering, and Chassis Engineering, was ideally positioned to collaborate with Ford Motorsport on the new project.

Development duties for the prototypes were neatly divided between engine and aero – two areas needing the most attention. Chassis tuning could come later. First up, a mechanically standard XR4i was rolled into Ford's Cologne wind tunnel in January 1984 to devise an aero package capable of cooling the heat-prone turbo engine. In the first test, engineers pop-riveted a rough spoiler package onto the car. A second pass refined it into something that could be handed off to Ford Design, who would polish it into a visual statement.

Ex-Porsche designer Harm Lagaay, working with Ichiro Hatayama, initially based the design on the XR4i's three-window bodyside. By March 1984, they'd built a full-size glassfibre and clay mock-up that stunned everyone who saw it. Lagaay's Sierra looked every bit as wild as a Lamborghini but carried the technical sophistication of a Porsche – simply irresistible in every way.

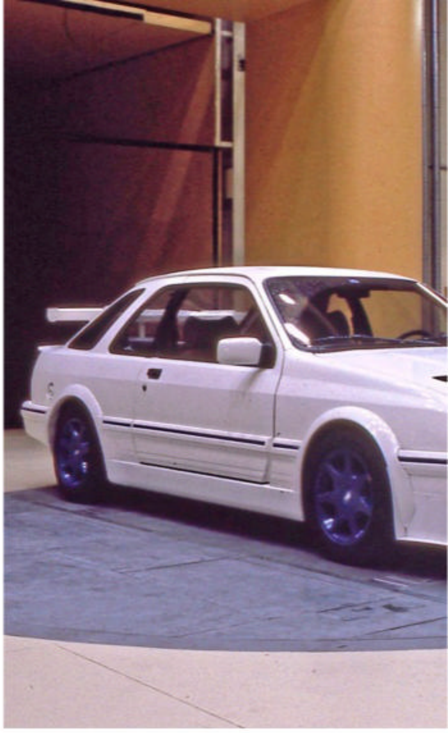
There was no time for navel-gazing or second-guessing whether the design was too radical. Incredibly – especially for conservative Ford – it was approved unchanged. Just as well: the highly ambitious timeline called for a second prototype to be built in early 1984 to calibrate the turbo and fuel injection system, before combining engine and aero in a third car by October that year.

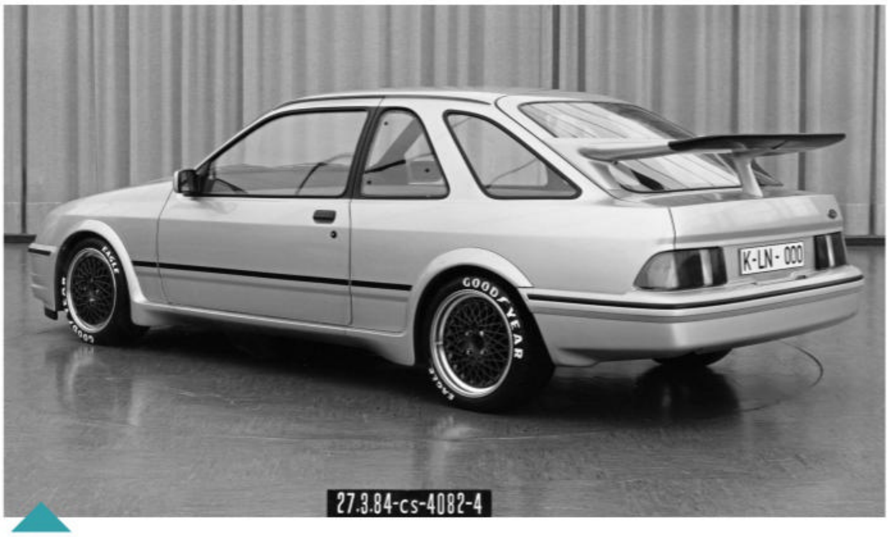
In a scant 12 months, the Sierra RS Cosworth had gone from a back-of-the-napkin idea to a running prototype. Three more test cars followed in late 1984. As 1985 raced by, Ford and the Sierra's reputation gained momentum, with SVE fine-tuning the car just in time for production to begin in November.

Overall, two years was all it took to design and engineer the icon that would conquer the world's racetracks – and, 40 years later, still captivates us.

THE WIND BLOWS INTO HISTORY

The first car in the Sierra RS Cosworth project was this XR4i, seen here in Ford's Cologne wind tunnel. This is the final iteration of the car wearing Ford Motorsport's aero kit, which added rear downforce and included additional front cooling. An earlier first pass at the aero kit involved pop-riveting wings and spoilers on to the car so that a best aero condition could be established and then refined into this less visually challenging version.



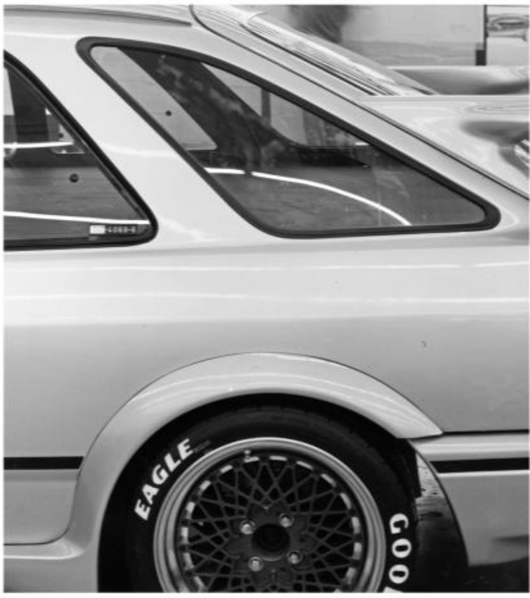


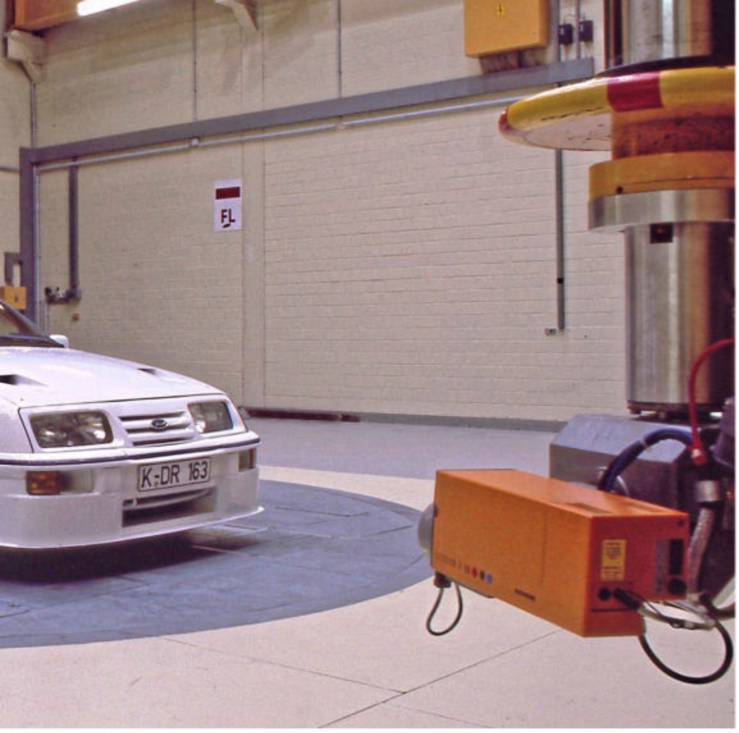
NEARLY THERE...

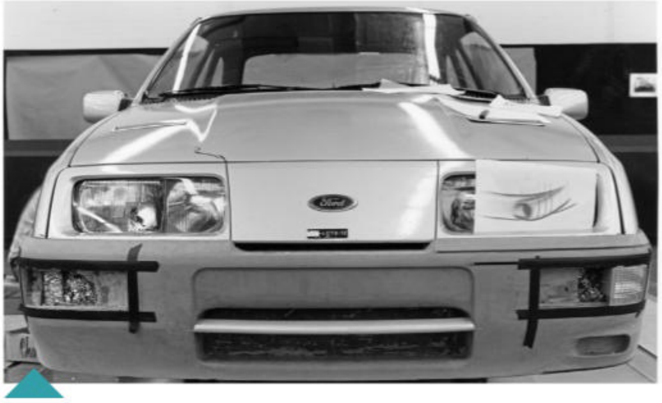
The ex-XR4i model, now in final form ready for sign-off on 27 March 1984. Somewhat conveniently, Ford's in-house photographers would often place a plaque in front of the car to help record it for posterity when each image was shot. The car sits on giant race-spec wheels under the extended wheelarches; practical as they would be needed for racing but also useful to sell in the competition-look of the street car's alloys that echoed their BBS-style.

WING WORK

This never-before-seen image shows the full-sized glassfibre XR4i model's rear featuring the near-final spoiler that defined so much of the Sierra RS Cosworth's style. Look closely and there's no interior, just a flat board behind the Perspex glazing. Full-sized models such as this were often used in market research clinics, but there was so little time in the Cosworth programme that this model was never shown to anyone but a selected few Ford insiders.

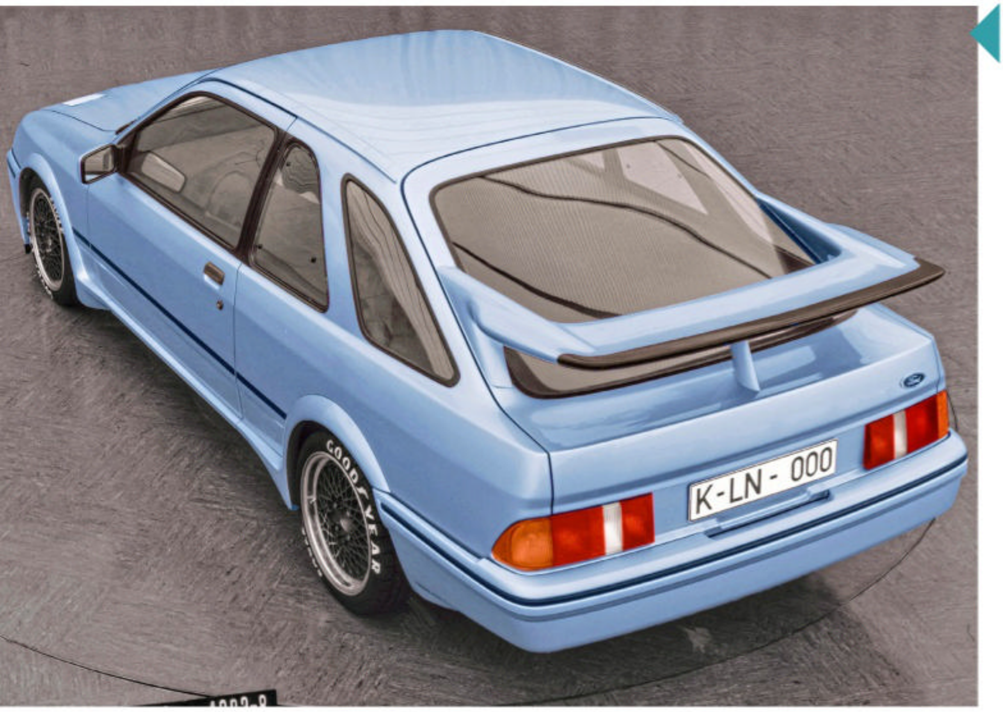






TOUGHEN UP

Casually propped on the right-hand headlamp is a sketch by Harm Lagaay detailing a tough-looking lower front air intake for brake cooling. This was used during the phase when the car's front bumper was being restyled – note the work-in-progress intake in the clay bumper on the right compared to the blanked-off flush original on the left.

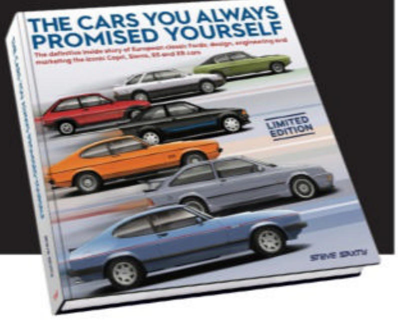


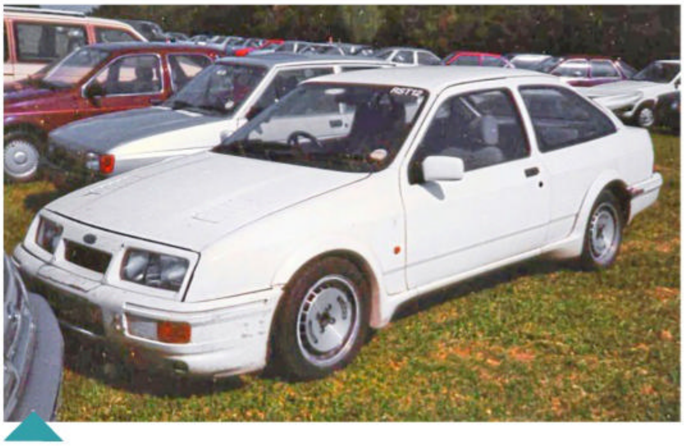
AS IT MIGHT HAVE BEEN

This striking overhead shot taken on 27 March 1984 shows the full drama of stylists Harm Lagaay and Ichiro Hatayama's creation. Just a few months after this model was approved, the decision was made to delete the XR4i body with the extra side window – from this angle it's hard not to wonder if this original might not have made for a better-looking Cosworth.

STORIES YOU ALWAYS PROMISED YOURSELF

If the unseen world of car design and classic Fords fascinates you as much as us, Steve Saxty (*stevesaxty.com/fordbooks*) is offering *Classic Cars* readers the chance to buy *The Cars You Always Promised Yourself* two-book set at a special price using the code CC10 for £10 off and free shipping. The last RS Special Collector's Edition four-book set is also available with a run-out 20 percent discount.





ABANDONED IN A FIELD: SIERRA COSWORTH #1

This is RST12, the first drivable Sierra RS Cosworth to hit the road. It was a crudely finished device using hand-formed thin plastic aero parts and glassfibre bumpers. The car's life was limited once more production representative prototypes were made. The author found it abandoned at Ford's R&D centre one afternoon in 1987, sitting alongside ranks of other prototypes that were similarly unloved – but none of those were as significant as this, the first Sierra RS Cosworth.

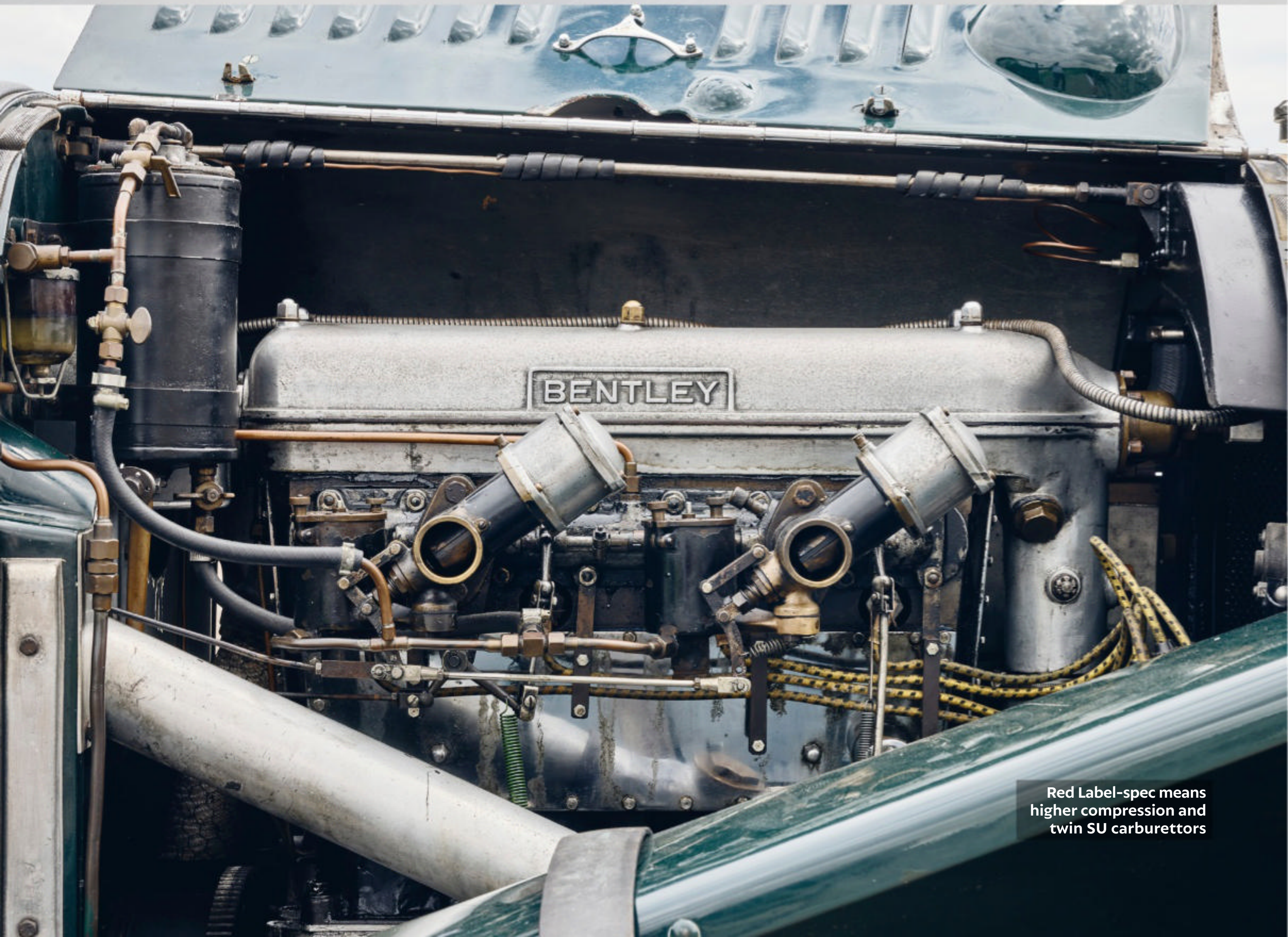
YE

BIRKIN'S BENTLEY

There are other Bentleys with Tim Birkin connections, and dozens more that look the part, but this **3 Litre Red Label** was his first – and it raced with the works team at Brooklands

Words NIGEL BOOTHMAN Photography SAM CHICK

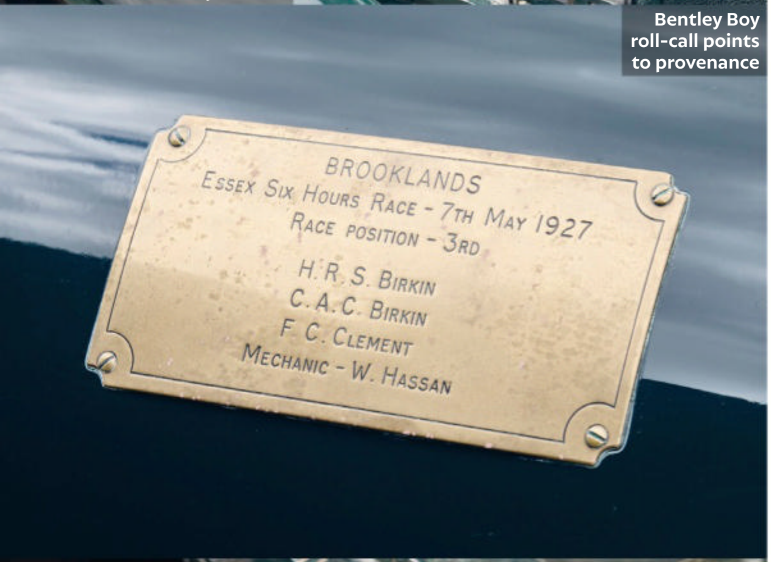
'Speed' indicates performance; name still in use


Red Label-spec means higher compression and twin SU carburettors

'B' is for Bentley, Birkin, Barnato, and Brooklands

Technically advanced 2996cc, 16v engine makes 80bhp

Bentley Boy roll-call points to provenance



At 1450kg, 3 LItre seen as a lightweight among Twenties cars

Sitting in the driver's seat of this Bentley 3 Litre and listening to that brawny long-stroke engine is giving me the chills. This is the wheel Sir Tim Birkin held, and that's the gear lever he wrestled with when the 'box gave trouble at Brooklands. That engine, quivering the big car on its springs, is the one that heaved him around the Byfleet Banking. He must have gazed at these dials, praying the red-tipped needles ventured no further than their safe limits.

Before I start seeing ghosts, I ought to say that like so many vintage Bentleys with a proper life behind them, this one hasn't beamed down from 1927 with every component untouched. A crash in the Thirties meant it was rebuilt onto another chassis and later re-bodied with this replica of the Vanden Plas 4-seat Weymann tourer it had from new. But, and this is the important part, the car's identity remained intact throughout its life, so when it was repatriated from America some 25 years ago, a thorough inspection followed, and its old registration number returned. Here, then, is YE 6029 – now out and about in its home country once again, having spent recent decades resting indoors.

This is a Red Label model, which denotes higher compression, twin SU carburettors, four-wheel brakes and a solid 85mph before you did any tuning or race preparation. In truth, it's only the looks that suggest it's a bit special – stone guards on the lamps and that odd, asymmetric windscreen. The exhaust says *thuhputter-bump, thuhputter-bump*, the gears whine away under the floor and the steering bulks up your shoulders and biceps. So far, so normal for a big vintage car. But then you find a better road and the Speed Model specification truly reveals itself. It does so in the way it revs – most vintage engines with a stroke as long as your forearm get reluctant as you climb to 3000rpm and beyond, but not this one.

> 'Select second, keep your foot in, and as the revs rise there's a resonant blatter that instantly summons up vintage motorsport'

Select second and keep your foot in, the revs rise and rise as the hedgerows whoosh past, and there's that resonant blatter that instantly summons up vintage motorsport. It's the noise I heard earlier this year at the Le Mans Classic, echoing from the empty grandstands at 2am. It gets the blood pumping, so you time the double de-clutch change to third then rev it out again, by which time the car is well past 50mph and asking whether you'd like 60. Ease off, a relaxed upchange to top, and we'll lope along below the power band, exhaust pulses bouncing off the oast houses and orchard walls as we pass them.

Power band? This car floats on a tidal surge of torque, so it's flexible anywhere in the rev range. This might be a lightweight body among large Twenties cars, but underneath it's built like the Ark Royal and seems to weigh nearly as much. Pushing the car to pose it for photos had me worrying about my hernia repair. But all things are relative, and by Bentley standards, a Red Label tourer on the medium 9ft 9½in wheelbase is a greyhound.

Replica Vanden Plas 4-seat Weymann tourer body but car retains original identity

This gearbox, a C-type example that played a part in the car's most famous outing, is a bit of a beast when it's cold. Now it's nice and warm I must blame any clashes on the driver, though the large gap between first and second still seems to be a little odd. In fact, you can pull away in second on the flat and whip it across to third, which actually reveals itself as a very useful gear indeed – trickle along near a standstill, or charge up to the legal limit and blast past dawdling rubbish.

Nervous pilots new to the crash change can get into top as soon as possible and trundle around serenely. But carry on like this and you're not experiencing the sports car. Much better to find an open stretch without tight bends – yes, the steering effort remains formidable even at speed – and get into that exhaust blatter in the upper rev range, then change up to top – a nice, short throw – and let the car charge on again in full bull elephant mode. It feels like it would sit well above 70mph once in the zone, and it's deeply impressive for a 98-year-old car.

Does it stop again? Yes, but take care. Tailgating a modern car would be a good way to discover how far your dumb irons will punch into the bootlid when the lights turn red. The brakes are cable operated on the Perrot system, so you leave a wise, wide margin. A lot of motoring like this on a warm day reminds us that vintage Bentleys become tiring to drive, for two reasons. First, they're physically demanding with a weighty input needed to brake, change gear and above all, steer. Second, fast progress on the open road is rather exposed, with the wind blast doing its best to pull the collar off your shirt, so you don some goggles and grip that cord-bound wheel good and tight. What it must be like at full chat for hours on end… well, it can only leave you in awe of the drivers who attempted it, and especially those who found success. Like Tim Birkin for instance.

1927 Bentley 3 Litre Red Label Speed Model

Engine 2996cc in-line 4-cyl, 16v, ohc, 2 SU HVG5 'sloper' side-draught carburettors **Power and torque** 80bhp @ 3500rpm; N/A **Steering** Worm and wheel steering box **Suspension** Front: beam axle with semi-elliptic leaf springs and Hartford friction dampers. Rear: live axle with semi-elliptic leaf springs and Hartford friction dampers **Brakes** Front and rear: cable-operated drums; Bentley-Perrot shafts to front **Performance** Top speed: 90mph; 0-60mph: c.30sec* **Weight** 1450kg (3200lb)* **Fuel consumption** 18mpg* **Cost new** £1475 ***Classic Cars* Price Guide** £160,000-£350,000 (standard 3 Litre model) (*Estimated values)

Sir Henry 'Tim' Birkin is the best known of the Bentley Boys alongside Woolf Barnato, his co-driver and co-victor in the 1929 Le Mans 24hrs. The baronet, from a family with a Nottinghamshire lace-making business and shipping interests, led a life that would seem a cliché if it weren't true – born into privilege, Great War service in the Royal Flying Corps, a post-war hunger for excitement that led to Brooklands, the blue and white spotted silk scarf at his neck, the dazzling adventures at Le Mans. His part as the prime mover in the creation of the 'Blower' Bentley conferred a place in history, despite his own early death aged 36 in 1933. This is usually attributed to septicaemia following an exhaust pipe burn but may have coincided with a bout of malaria, caught while serving in Palestine and Egypt.

The photos you see of Birkin almost never show him smiling. Partly this was the natural reserve of an English gentleman trying to stay still for a glass-plate camera, partly it reflected his character. Birkin became famous rather quickly, at a time of personal strife that would now send most people into counselling. His marriage, which had produced two young daughters, ended in 1928 but was on the rocks a year or two before, and in June 1927 his younger brother – known variously as both Charlie and Archie, his first two Christian names – was killed in a motorcycle accident. He was just 22.

Boothman not Birkin: Nigel not haunted by Tim's ghost

Just over 500 3 Litre models were built to Speed specification

Wheel of fortune: 3 Litres won Le Mans twice

Damaged gearbox saw Clement *average* 64.2mph during Essex Six Hours Race

Stone guards are clues that this is a special 3 Litre

Several pivotal Bentley figures have sat here

Buckle up: driving a 3 Litre is a very exposing thrill

Had he lived, Tim and Charlie may well have formed a long-term partnership behind the wheel. When Tim began racing in 1921 in a stripped down, streamlined car made by the French firm Doriot, Flandrin & Parant, his new wife objected to the danger – physical and possibly social – of the Brooklands scene and his career appeared to be over before it had begun. When the marriage broke down, Tim immediately did what he'd been longing to do since 1921 – he bought a fast car and entered a race. His co-driver was to be his little brother, only a teenage worshipper in 1921, but now a determined young daredevil in his own right. The car? You're looking at it.

> 'It gets the blood pumping, so you time the double de-clutch change then rev it again'

The race was one that had been directly influenced by the increasing importance of Le Mans. Britain had no comparable endurance challenge, and Brooklands had a ban on night running. Still, that left a potential 12 hours or more of daylight, and the Essex Motor Club – less risk averse than the BARC – took a punt on promoting it. The 12 hours became 6, but the event did indeed go ahead on Saturday 7 May 1927, open to production sports cars with minor modifications.

Four 3 Litre Bentleys were entered – Woolf Barnato co-drove Old No. 7 with Dudley Benjafield; Frank Clement co-drove Glen Kidston's car; Shell Oil executive Leslie Callingham and co-driver PGA Harvey took a third and the fourth was this car, which Birkin had bought earlier in the year, taking delivery in February. Like the other three entrants, Birkin had his car prepared at Bentley's works at Oxgate Lane, Cricklewood. Unlike the other three, he declined the fitting of new, lightweight valve rockers made from Duralumin, which were expected to last better with sustained running at 3000rpm and more.

There would be two prizes including one cup offered by Barnato himself for the car covering the greatest distance in the six hours. This could be seen either as a sporting gesture or an act of considerable hubris, if it reflected his confidence of a Bentley win. In addition, *The Autocar* magazine offered an Efficiency Cup for the car going furthest beyond the minimum standard set for each capacity class. Bentley saw the 3 Litre Sunbeams as its closest rivals, driven by the highly capable George Duller and Henry Segrave.

Duller led early on, then the Bentleys took over and Clement led from Barnato. On 23 laps, the clouds began to gather for Bentley as Callingham pulled into the pits with broken Duralumin rockers. Barnato's car followed around the half-way

OWNING A BENTLEY 3 LITRE

'They're the nimblest of the vintage Bentleys, and while there's obviously no power steering, you learn to cope because they're so rewarding to drive,' says specialist Terence Morley. 'You might think they're huge, but a 3 Litre needs the same garage space as a Ford Granada. They are very easy to own if you buy a correct, well-maintained car.

'This one has been uber-reliable while I've had it, despite little use for 20 years, because it's been cared for and serviced. Major jobs will be expensive, but you could look after a good one for £2000 a year. Specialist support and parts supply is excellent. Examples with important history get invited to some amazing events, too – it's not just a car – it's ra way of life.'

stage at 61 laps, then Clement's. That left only Birkin, out there in third place and running the old steel rockers, when Segrave ran out of fuel and promoted him to second spot. Charlie Birkin took over, but in his excitement pushed the car too hard, over-revving the engine and giving the well-populated Bentley pits the jitters. He was called in and replaced by Tim, who announced gearbox problems when the car came in to refuel. A young Bentley mechanic, Walter Hassan – yes, that one – took the lid off the 'box, bashed it into third gear, replaced the lid and Frank Clement was sent out to nurse the last Bentley entry home.

Clement was forced to over-rev, managing to *average* 64.2mph and by doing so, held second place until the spare wheel mount broke and the wheel fell off, which had to be found and re-attached for the car to finish the race within the rules. While this was being sorted out, the Bentley lost second place to another some-time Bentley Boy, SCH 'Sammy' Davis, that day driving an Alvis 12/50 of just 1.5-litres capacity. So Sunbeam took the Barnato Cup and Davis took the Efficiency Cup, which was slightly embarrassing because he was sports editor of *The Autocar* and had drawn up the rules. Clement limped Birkin's car home in third place with another Alvis in fourth. Despite all that was thrown at the Bentley team during the race, Clement took Birkin's car home in third place with another Alvis in fourth. It was a vital stepping stone for Tim Birkin.

Charlie Birkin, just down from Jesus College, Cambridge, was smitten by the bug for motorsport and it was only a month later, while practicing for the Isle of Man TT that he swerved his speeding Norton to avoid a fish lorry and lost his life. Two weeks after that, Bentley scored a remarkable victory at Le Mans when Benjafield and Davis coaxed a damaged Old No.7 to the line after the two other Bentley entries crashed out. Birkin was not part of the team; perhaps his brother's sudden death had put paid to that, but it did not put him off competition. Early in 1928, he bought the first 4½-litre car completed by Bentley's competition department and his ongoing adventures with the British team would soon hit top gear.

What happened to YE 6029 immediately after Birkin got his new toy isn't recorded in any great detail, but *that* gearbox (no. 6021) had been repaired rather than replaced by then, and here it is, under the floor to this day. It's fascinating to discover that my awe of the way this car goes in third gear is supported by Frank Clement's heroic thrash – he managed those 64mph laps while locked in third despite having to negotiate two sandbank chicanes on the finishing straight. The patina this car has acquired, like the little touches of verdigris on the copper rivets around the upholstery, has added to the sense of something coming back into the light after years of relative obscurity.

Get behind the wheel, try the full extent of that central throttle pedal and the racing car emerges from the sporting tourer in much the same manner. It's a spine-tingling experience and thrilling to think of Tim Birkin enjoying it just as we have.

Thanks to: *Terence Morley at Terence Morley Classic Cars (terencemorleyclassiccars.co.uk).*

'The patina has added to the sense of something coming back into the light after years of obscurity'

Birkin insisted YE 6029 retained steel rockers not lighter duralium items

TERENCE MORLEY

07887 722400 www.tm-classiccars.co.uk t@tm-classiccars.co.uk

1927 BENTLEY TEAM CAR

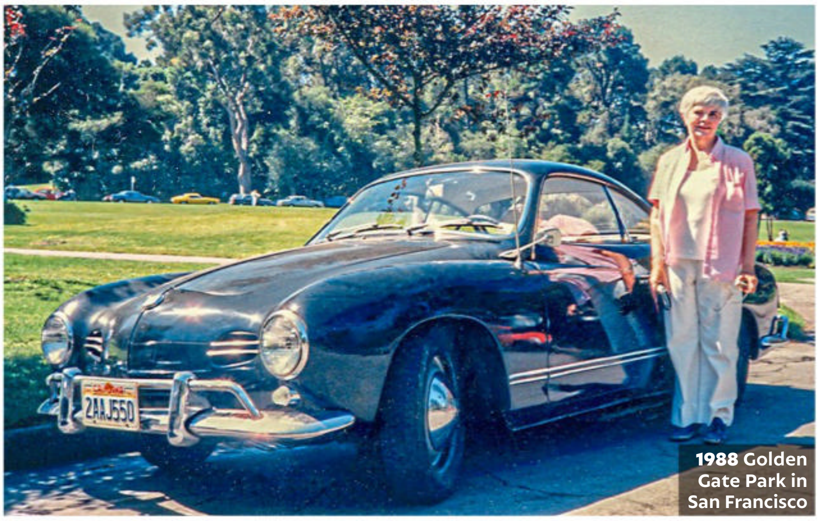
3 LITRE RED LABEL SPEED MODEL
PLACED 3RD IN BROOKLANDS 6 HOUR RACE MAY 1927
DRIVEN BY HENRY TIM BIRKIN AND FRANK CLEMENT – MECHANIC WALLY HASSAN

SPECIALISING IN THE SALES OF ROLLS-ROYCE AND BENTLEY MOTOR CARS

COMMISSION SALES
Over 35 years experience

1958 The Ghia's first day at 1434 Grizzly Peak

1988 Betty and the Ghia take a break in San Francisco


1988 Golden Gate Park in San Francisco

2005 Betty painting at East Bay Street in San Francisco

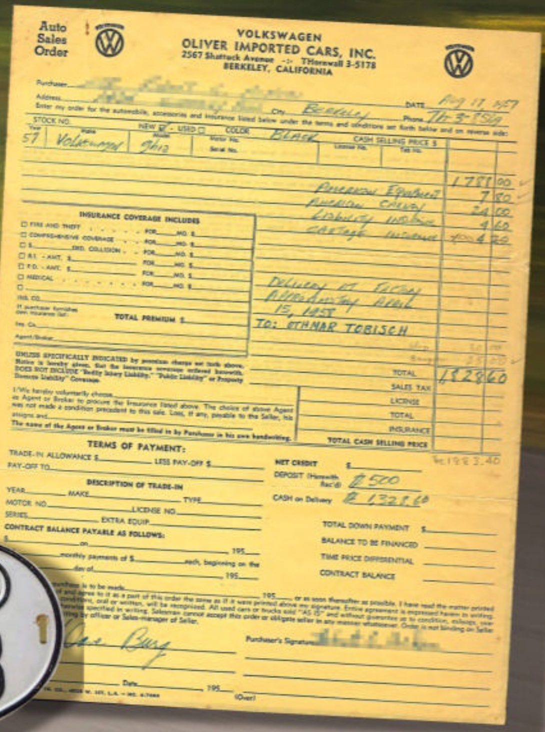
[Life Cycle]

LIFE STORY OF A

VW Karmann Ghia

Bought new in the US, this Karmann Ghia toured Europe before being delivered to its first owner, where it remained for almost five decades before starting a new life in the UK

Words RICHARD MASON Photography JONATHAN FLEETWOOD



Auto Sales Order

VOLKSWAGEN
OLIVER IMPORTED CARS, INC.
2567 Shattuck Avenue -:- THornwall 3-5178
BERKELEY, CALIFORNIA

Purchaser [redacted]
Address [redacted] City Berkeley DATE Aug 17, 1957 Phone TH 3-1569

Enter my order for the automobile, accessories and insurance listed below under the terms and conditions set forth below and on reverse side:

STOCK NO. NEW ☑ - USED ☐ COLOR Black

Year 57 Make Volkswagen Model Ghia Motor No. Serial No. CASH SELLING PRICE $ 1781 00

European Equipment 7 80
American Change 24 00
Liability Insurance 4 60
Carriage Insurance 4 20

INSURANCE COVERAGE INCLUDES

Delivery at Factory Osnabrück Germany April 15, 1958
To: OTHMAR TOBISCH

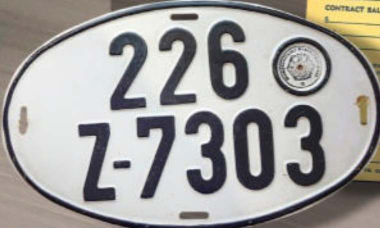
TOTAL 1828 60
SALES TAX
LICENSE
TOTAL
INSURANCE
TOTAL CASH SELLING PRICE

TERMS OF PAYMENT:
TRADE-IN ALLOWANCE $ LESS PAY-OFF $
PAY-OFF TO
DESCRIPTION OF TRADE-IN
YEAR MAKE TYPE
MOTOR NO. LICENSE NO.
SERIES EXTRA EQUIP.
CONTRACT BALANCE PAYABLE AS FOLLOWS:

NET CREDIT $
DEPOSIT (Herewith Rec'd) $ 500
CASH on Delivery $ 1328.60
TOTAL DOWN PAYMENT $
BALANCE TO BE FINANCED
TIME PRICE DIFFERENTIAL
CONTRACT BALANCE

Purchaser's Signature [redacted]

(Over)



1957/58 Sales invoice from the US, but car originally collected in Germany

2007 John Moxon says hello to his Karmann Ghia

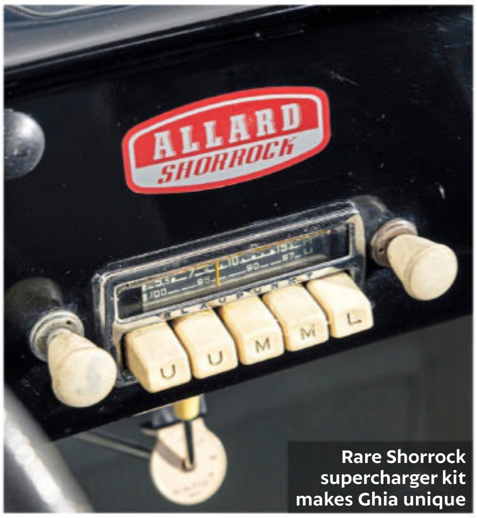
John (seated) tells Richard Ghia's true mileage is unknown

From Stuttgart via San Francisco to Southampton, this Karmann Ghia has led a full life

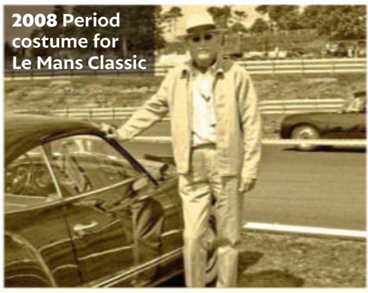
2008 The passing New Forest Hunt admires Ghia

All-original interior is testament to loving ownership

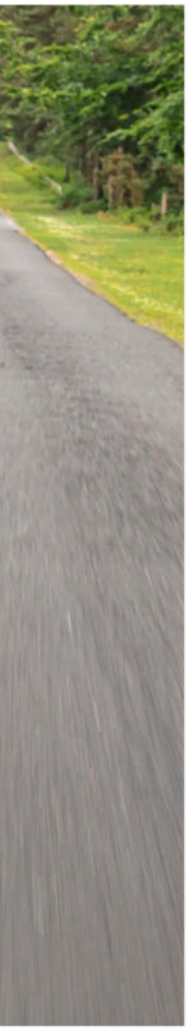
2008 Ghia at Winchester Cathedral



Rare Shorrock supercharger kit makes Ghia unique


2008 Period costume for Le Mans Classic

LE MANS CLASSIC
11 - 12 - 13 Juillet 2008
Both local and long-distance use for this car



17 August 1957 – deposit paid for a Karmann Ghia
Choosing a new car, Betty Saarni wanted something small, stylish and modern. Her passion as an artist in the San Francisco Bay Area of the US extended to designing her own home, a Berkeley-style redwood house with a steep driveway to the carport. In Fifties California, the Volkswagen Karmann Ghia – launched in 1955 and reputedly inspired by a 1953 Chrysler concept car – was punching above its weight. It wasn't fast, but in an era where image was often everything, the Ghia exuded an unpretentious cool that fitted the California mindset perfectly. And because its hand-shaped Italian curves – courtesy of Carrozzeria Ghia – rested on the dependable mechanicals of the Volkswagen Beetle, it was as reliable as it was alluring.

'Back then it cost $1800 which was probably twice the price of a Beetle,' Betty recalled in correspondence with John Moxon, the current owner. 'In those days, import quotas created delays. My first husband, Robert, discovered if the car was collected in Germany and brought in as a personal import under the US Tourist Scheme, it was exempt from quota restrictions. We ordered it on 17 August 1957, paying a $500 deposit to Oliver Imported Cars of Berkeley.'

'It gave Betty so much freedom and was more than just a car to her'

Betty's close friends, the Reverend Othmar Tobisch and his wife Margit, agreed to collect the Ghia from VW dealer Hahns of Stuttgart, during their five-month European holiday which began on 29 April. 'It was a good deal all round,' Betty explained. 'I got my car quicker and they had cheap holiday transport.' Nevertheless, Robert had a legal agreement drawn up clarifying who owned the Ghia and that it was only lent to the Tobisches for five months. Luckily, the agreement didn't specify the mileage. 'In just three months they had driven over 6000 miles. I know because they'd write postcards to me describing their travels. They had christened the car "Black Condor", other times calling it "Black Beauty".

'The first service was in April at 300 miles in Linz, Austria, then in May at 1500 miles in Florence. By the time of the next service at 6000 miles, they'd visited Vienna, Rome, Pompei, Monaco and Barcelona before a rest in Bordeaux. In June, while in Paris, the door mirror got smashed. They assured me that they would get this, and any stone chips fixed. The same month they took the ferry to England, driving to Glasgow via London and Birmingham.' A wad of airmail letters describes heading south to Newcastle then taking the ferry to Bergen. Soon Oslo, Stockholm, Copenhagen and Hamburg were added to the tally of visited cities before that 6000-mile service in Frankfurt during July. 'They returned the Ghia to Stuttgart on 5 September for shipment to San Francisco. Transported to Hamburg, it was loaded onto the German ship Travestein on 10 September.'

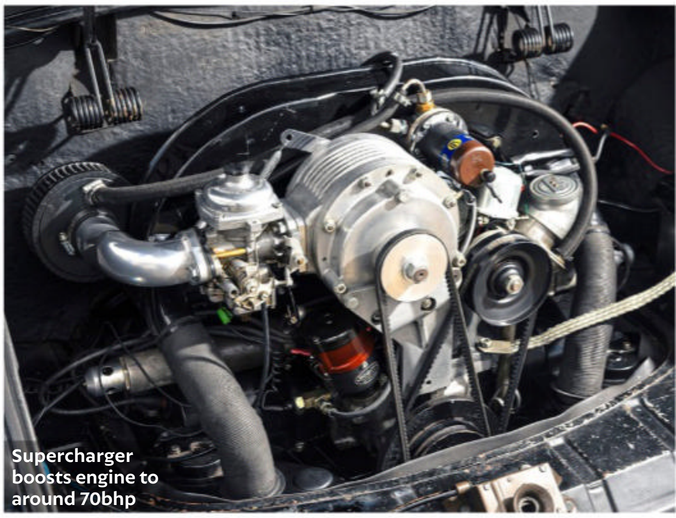
Betty says she'll never forget the first time she saw her car. 'It was in San Francisco docks on 17 October. I'd paid $300 shipping costs and signed a document confirming I'd received a used car. With 9000 miles on the clock, it certainly was used. Othmar left me a present in the form of a Blaupunkt Frankfurt FM/AM radio he'd had fitted a few days after taking delivery.' He also left a note saying despite alpine passes and many hours at 70mph, the fuel economy was a consistent 35mpg over the 9000-mile distance.

Living across the Bay Bridge in Grizzly Peak, Berkeley, Betty used the Ghia for her commute to San Francisco where she worked as a commercial artist. After her first marriage ended, she married Frank Saarni in 1968 – who she described as the 'love of her life' – and became a watercolour artist and teacher. The Ghia remained her principal mode of transport for the next 39 years in Northern California.

Betty's niece Barbara Saarni Oddone takes up the story from the Sixties. 'I came of age at this time, and Berkeley was full of VW Beetles and Station Wagons. When Betty's Ghia arrived, it was like an emissary from another world, sleek, European and exotic.

'Owning a Karmann Ghia in the Sixties wasn't just about transportation. It was a statement – the Beetle was utilitarian; the Ghia was sleek and sophisticated.' Barbara recalls her aunt drove it like a sports car. 'Even now, our son remembers rides with her which he found both scary and glorious, particularly one around 1989, when he was nine years old and Betty

2009 Hessisch Oldendorf Vintage VW Show in Germany


Supercharger boosts engine to around 70bhp

took him to a car show. Throughout all her life she drove the car like she was a racing driver.

'She was a good driver, though, and the marvel of the neighbourhood. She would effortlessly reverse at speed down her steep driveway to the car port. To get to the house from there, she had to navigate a steep flight of stairs on the side of a cliff in the Berkeley Hills. No other car ever lived in that car port.'

'For Betty, the car was a lifestyle, too, a rolling piece of art that captured the spirit of an unforgettable era. She was crazy about it, and I guess she thought carefully about the colour choice,' says Barbara. Emphasising the VW was fully used, she recalls, 'The Californian climate was kind to cars; they didn't deteriorate because of harsh winters. Still, the lack of air conditioning meant summer drives could get a bit toasty. The heating system was a gamble – adequate in the Bay Area's mild winters, but laughably weak in the chillier reaches of the Sierra Nevada.'

Barbara has a theory why Betty was so emotionally entangled with the Ghia for nearly 50 years. 'Betty was a polio victim with paralysed legs from just two years old. Her parents kept her isolated for years, teaching her to read as well as introducing her to art materials. A little later, her dad would strap her legs to the pedals of a tricycle and push her to keep her leg muscles moving and strengthening. By the age of five she was back on her feet again.

'She was also tiny and large American cars didn't suit her size, but the Ghia did. It was like an extension of her psyche. The car was her legs. That's why I think she had such a strong attachment to it. She could go fast and zip around the Berkeley Hills; it gave her so much freedom and was much more than just a car. Even the fact it had a stick shift didn't bother her. And even though it had a small motor, it was light and nippy, and on twisty roads like the Pacific Coast Highway, its responsive handling made it a delight. She wasn't racing the other drivers on the road; she was simply savouring the journey.

'As far as I know Betty never had any collisions while in the Ghia. She took really good care of it, almost like a pet. Even the mechanic from the Bay Area who took care of it for much of its life was attached to it. As an adult education teacher for over 40 years – even into her eighties – Betty's students would know when she was near by the sound of the VW's engine. She was loved by all her art students, and the car was part of her identity.'

Barbara is adamant no-one else drove the Ghia. 'Betty's Ghia was hers alone. She would take it down the Pacific Coast Highway to Carmel and Monterey, on her own or with a student. The car turned heads; it wasn't uncommon for someone to stop Betty at a gas station and ask about it – where it was from, what it was like to drive. That was part of its charm.

'I always thought my long-legged uncle Frank felt he was crammed into a projectile when he drove with her. Betty and Frank would go on long road trips, but they would take a camper, like a VW Vanagon, which uncle Frank could fit his tall frame into, and that could take all their stuff. These were painting trips, so Betty needed all her art materials.'

Barbara recounts Betty eventually had to let her beloved VW go because she became too frail to drive. 'My cousin John Souter organised the sale. It took a while to sell, but Betty was thrilled John Moxon in England wanted to buy it because she felt they shared the same delight in the car. It couldn't have gone to a better owner because John enthusiastically kept Betty informed of the car's new life in England.'

John Moxon is a leading light in the Volkswagen Karmann Ghia fraternity. He's moderated the Karmann Ghia forum on *thesamba.com/vw* for more than 20 years. Despite being hooked by the Karmann Ghia's rounded profile in the Nineties, it wasn't until 2007 that ownership of an Osnabrück-built VW became reality when John bought Betty's beloved car. There was one problem, though; John lives in Southampton, and the Ghia was still in Berkeley.

8 September 2007 – Betty's Ghia docks in England

John began his search for a 'Lowlight' Karmann Ghia in 2005. Built from 1956-59, these rare and early versions are very sought after, with headlights that sit lower than those of later models.

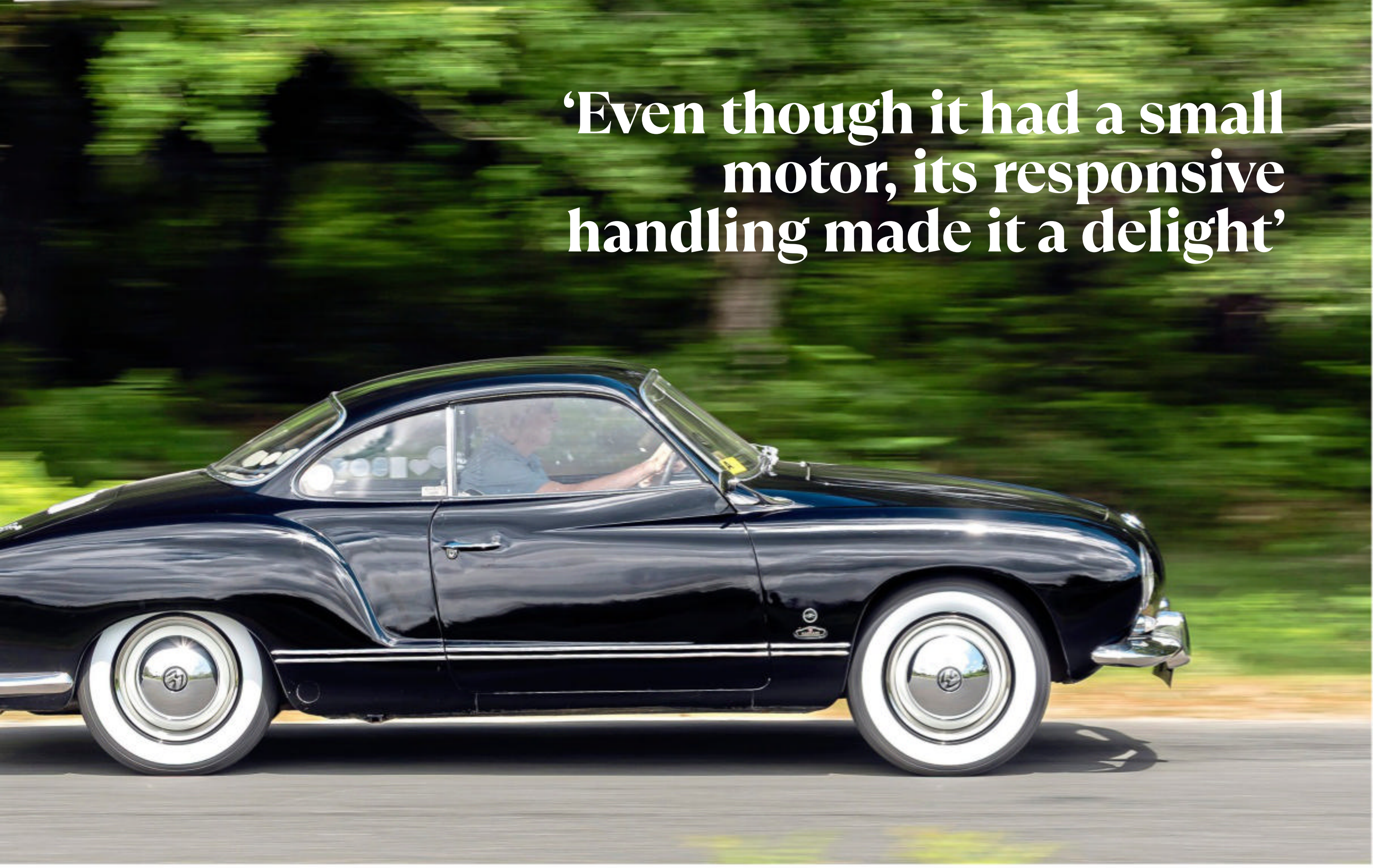
'I knew my best chance of getting a Lowlight was in the US because most of the early cars were sold there. They were also for sale at prices I could afford. It took two years of looking at potential buys when, in July 2007, I asked an American friend, Dan Mercer, about a restored 1959 Lowlight model. He then alerted me to the The Bay Area Craigslist sale of Betty's unrestored 1958, which he personally thought was a better proposition. Another of my forum friends, Scott Doonan, who worked in San Francisco, checked out the car. It was sound, so I paid the asking price of $9000 on 28 July 2007.

Betty's Baby in England

2012 John made Betty a book about the Ghia...

Boldre Church, near Lymington, Hampshire.
August 2015.
North Lodge gatehouse, Brockenhurst Park, Brockenhurst, Hampshire.
August 2014.

2012 ...enjoying its new life in England



> ‘Even though it had a small motor, its responsive handling made it a delight’

FLYING SCOTSMAN
60103

2016 First class: parked up at Redbridge, Southampton

2023 Canon Street, Winchester on the Ghia's 65th birthday

'Lowlight' model has lower-set headlights than later cars

'I've always thought I was very lucky to buy the car. It's only now researching this feature, I realise just *how* lucky, because I wasn't aware it'd been for sale for more than three months. I thought it'd only been three weeks; US dates are written with the month first – the advert's date read 4/7 rather than 7/4.'

Now in John's ownership, the Karmann left Oakland Container Port on the Hapag-Lloyd Kuala Lumpur Express ship on 8 August 2007, arriving in Southampton a month later on 10 September.

'When I orginally bought the car, the mileage was indeterminate, because Betty couldn't remember how many times it had been around the clock! VW odometers of that period only went to 99k miles before returning to zero. The odometer currently reads 19,500 miles. Betty explained to me the original 36bhp 1200cc engine was replaced in the early Eighties with a later 40bhp unit with larger barrels and pistons, so it now displaces 1385cc. I used to speak regularly with Betty on the phone when I wanted to know anything about the car, and I've tried to respect her 49 years of ownership ever since.

'The Ghia is a survivor rather than a restoration project. It's not a show car. The fabric is amazing for a 67-year-old, and it has no rust or replacement body panels. Many people would have tried to restore the car back to factory specification, but that would have removed much of the car's – and Betty's – history. There are parts fitted from later Karmann Ghia models but that's how the car has survived when original stock parts were no longer available.'

Naturally, as with any classic's change of owner, John has put his own stamp on the car. 'The engine was rebuilt in early 2008, and in 2009 I added the British-made Shorrock supercharger. The engine now delivers around 65-70bhp. Getting a Shorrock supercharger for an air-cooled Volkswagen is nigh on impossible, but Alejandro Martin, the VW scene supercharger guru, supplied a complete kit in both perfect condition and at an affordable price. I collected it from the Hessisch Oldendorf Vintage VW Show in Germany. Sixteen years later, it's still running smoothly, and this car is the only Karmann Ghia in the world with a Shorrock kit.

'I've also fitted Firestone whitewall cross-ply tyres, replaced the pitted and dented US-spec bumpers with the cleaner-looking European-spec versions, upgraded the lighting, and finished off the one repaint Betty had undertaken in the late Eighties.'

John has shown the Karmann at many events around the south of England and has taken even the car overseas, including to the Le Mans Classic in 2008. 'Generally, I prefer the all-marques shows rather than the Volkswagen-only events.' John and Betty stayed in touch right until her passing in 2023, just two weeks shy of her 98th birthday.

'I sent a copy of a book I'd made in 2012 of Betty's Ghia in England which she kept on her coffee table; there can't be many other stories of owners keeping in touch with their cars for 65 years. For me, getting a one-owner, 50-year-old unrestored Ghia is unique. I'd like to think it was waiting for the right new owner.'

Know your classic's previous owners?
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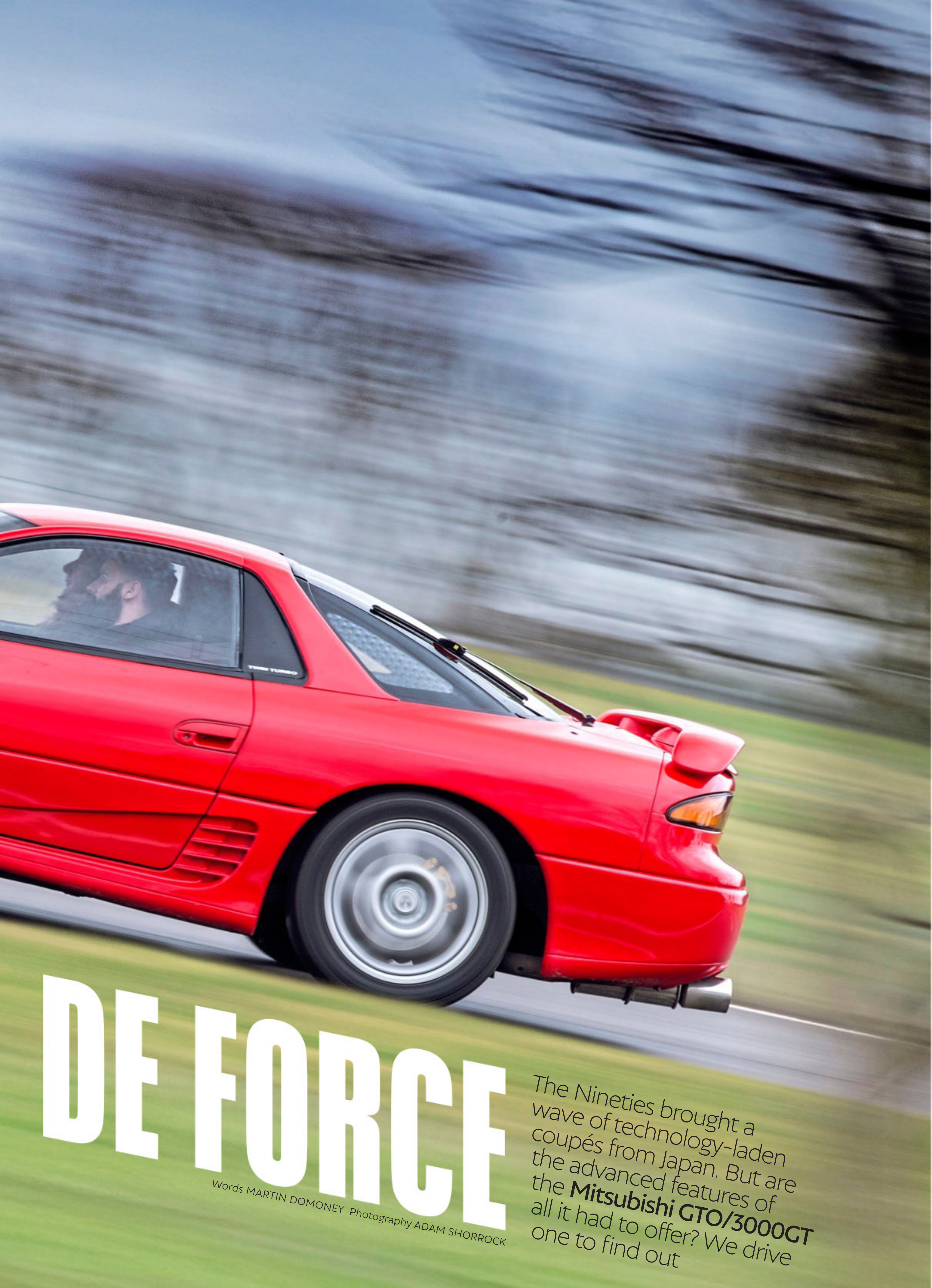

DE FORCE

The Nineties brought a wave of technology-laden coupés from Japan. But are the advanced features of the **Mitsubishi GTO/3000GT** all it had to offer? We drive one to find out

Words MARTIN DOMONEY Photography ADAM SHORROCK

Click its pillarless door shut and the Mitsubishi 3000GT cocoons the driver, the electrically adjustable driver's seat getting a full functions check as a comfy position is assumed, while you also try to make sure your eyeline isn't aimed directly at the top edge of the windscreen seal. Headroom isn't great. The seats are fantastic though, supportive and snug while retaining ample padding. Your left hand sits naturally atop the stubby gearknob, and the centre console gives your elbow equal support.

Firing up the engine gives zero indication that the car it belongs to is performance-orientated. The twin-turbocharged V6 sounds exactly as you'd expect of an engine belonging to a proper luxury car. There's a bit of a gruffle on initial start-up, but it quickly settles to an almost silent idle. After dipping the clutch and snicking into first, getting the GT rolling through the gears is easy. The stumpy lever has a satisfyingly short throw, and changes feel weighty yet deliberate.

Driving a twin-turbo V6 is a little strange, because there's still torque on tap even off-boost, and when the turbos get spinning at around 2000rpm all hell doesn't break loose like you'd expect in a smaller-capacity turbocharged engine. You feel it, of course, but there's no mad rush to grab the next gear to keep the magic alive. It'll just as happily pick up at any engine speed.

The early Nineties was an exciting and progressive time for automotive development, not least in Japan. In the midst of the usual humdrum hatchbacks and people carriers being produced by the big players in the country's motor industry, engineers were flexing their technological muscles, unleashing some wild features onto the market – especially in the fast coupé sector in which many of the big marques were keen to parade their advanced know-how.

Mitsubishi engineers were determined to play a part in that process. In answer to the Mazda RX-7, Nissan 300ZX and Toyota Supra, the Mitsubishi GTO – called the 3000GT in the UK, and sold in the US under the same name and as the badge-engineered Dodge Stealth – arrived in 1991. It brought a tsunami of futuristic performance-enhancing gadgetry – derivatives of which were later seen on even the most exclusive Italian supercars.

The range-topping GTO model packed a 3.0-litre quad-cam V6 under its long bonnet, with a turbocharger attached to each cylinder bank. In domestic tune, the buttery smooth engine supposedly made 276bhp, as limited by the 'gentlemen's agreement' made between Japan's carmakers in the Nineties. However, the 3000GT boasted nearly 20bhp more, delivering it through the same Getrag five-speed manual gearbox and a compact transfer box. A three-piece propshaft sent the power to a limited-slip differential.

There's a lot going on underneath a 3000GT, and that's before considering the four-wheel steering system and electronically controlled dampers. This space-age coupé also has a pop-up spoiler and a deployable front splitter, beaten only by the Porsche 959 and VW Corrado for first-use honours.

While such toys are what make the big Mitsubishi what it is, the passage of time

'Bean cans' as standard, to the delight of the *Max Power* massive…

J12 PSG
MITSUBISHI

When Japan challenged hallowed European brands

OWNING A MITSUBISHI 3000GT

Steve Fletcher has owned five 3000GTs, but the car pictured here is his favourite of the lot. He drives it whenever he gets the chance, and thanks to it being insured on a classic policy, costs are not prohibitive to keep it on the road. 'Don't be afraid to get stuck into working on them,' he says. 'I did the clutch, the cambelt and fixed wiring problems on this one myself, and I'm a plasterer. There are a small number of GT specialists in the UK, and the members of GTOUK are always keen to help out.'

Monochromatic interior is comfy and supportive

'GTO' badging was dropped outside Japan to avoid confusion and legal friction

With a quoted 276bhp, JDM GTOs made less power than export cars – on paper at least…

Back when turbo stood for power, not frugality

GTO
x1000r/min
MPH
White dials provide some welcome contrast inside

MITSUBISHI
GTO
1 3 5
2 4 R
Five speeds, permanent four-wheel drive. Much fun!

UK models got a wider-offset wheel than JDM cars

has exacted a cruel toll on some examples. As depreciation bit, many fell into the hands of those who fancied champagne power and looks on a lemonade budget. *The Fast and the Furious* generation quickly cottoned on to the fact that the addition of an eBay boost controller and a few other choice modifications could bump up the power very easily. The 3000GT thus became one of the cheapest ways into the 300+bhp club. Inevitably, the relative complexity of the cars and the lack of affordable OEM parts meant that more of these supersonic coupés were thrashed, ending up rather the worse for wear, and eventually being advertised as 'spares or repairs' for not much money.

The 3000GT now has quite an enthusiast following. Members of owners' clubs – such as GTOUK – are deciphering the systems that would've given Bill Gates a headache 35 years ago, and they are happy to share the knowledge with anyone who is as keen as they are to bring this svelte GT back from the brink. Add in savvy and well-stocked aftermarket parts suppliers and the future is looking bright for the Mitsubishi, and for anyone interested in giving a previously unloved example a home.

First impressions count for a lot, and it's obvious that Mitsubishi knew what it was doing with this car's styling. It's a fine line between supercar and cruiser, and the 3000GT's aesthetics definitely sit in the former camp. The wide, vented flanks are a surefire cue to make schoolkids shout, 'nice Ferrari, mister!' It's an event the owner of this car tells me isn't uncommon, but the bright-red paint is probably a factor.

Cutting deeply into the rearmost roof pillar, the wraparound rear screen is both very Mazda and hard to ignore, while the pop-up headlamps romanticise the era in which the 3000GT was conceived. In terms of size, it's not as large as a MkIV Toyota Supra, but the Mitsubishi still qualifies as big.

Inside, the dash is a pleasant surprise. Considering it's from a time when the cabins of Japanese cars generally consisted of dark plastic complemented by slightly different shades of darker

QUAD-CORE: TECHNOLOGY OF THE 3000GT

FOUR-WHEEL DRIVE

The GT's transversely mounted front 'axle' has a lot going on. A five-speed manual gearbox feeds the two front wheels through an open front differential, housing a viscous coupling – which is where the 'VR-4' designation comes from on the UKDM 3000GT; viscous real-time 4WD – that then has its drive turned 90 degrees via a transfer box. A three-piece prop finally drives a viscous LSD-equipped rear differential. Most rivals stuck with simple rwd.

FOUR-WHEEL STEERING

Active four-wheel steering turned the rear wheels in the same direction as the fronts by 1.5 degrees at speeds over 35mph, boosting steering response and cornering stability. Unlike some 4WS systems, the GT's uses hydraulic actuation. The sheer number, length and shape of the pipes under the body can be a bit daunting. Don't worry, though – parts are surprisingly affordable, and the system uses regular automatic gearbox oil.

ACTIVE AERODYNAMICS

The 3000GT's party piece – hitting 45mph deploys a front splitter and tilts the boot spoiler forward by 15 degrees. While probably not that noticeable when driving around day-to-day, it's reported that manually disengaging the Active Aero at cruising speeds via the dash-mounted switch does have quite an effect on the feel of the car. If the rear spoiler fails to rise to the occasion, suspect one of the microswitches inside – a cheap and straightforward DIY fix.

ELECTRONIC DAMPING

The 3000GT's suspension dampers are switchable between Touring and Sport modes. The Sport setting is quite stiff – in the more tolerable Touring setting, the electronically controlled suspension control unit 'learns' the driver's style and road surfaces, adapting the damper settings for the best blend of poise and comfort. The damping is adjusted via holed discs on the damper pistons; actuators turn these discs inside the shock absorber body.

'Let the tacho needle stray into the upper half and you're rewarded with a serious soundtrack'

plastic, this one stands out. Yes, it's black, but there are three gauge pods looming at you from the centre console like the furrowed brow of a disapproving grandparent.

As we've experienced, quiet at lower speeds the Mitsubishi may be – but let the tacho needle stray into the upper half of the range and you're rewarded with a much more serious soundtrack than the misleadingly hushed idle. It's quick too; despite tipping the scale at almost two tonnes, the 3000GT will propel itself to 60mph in under six seconds.

This car constantly reminds you how heavy it is, though. There's no getting away from it – everything feels weighty, albeit not to the point of being agricultural. The four-wheel-drive system makes itself known as a rotating mass of gears and a propshaft churning away under the floor. It's especially noticeable at lower speeds, but there's no denying the grip the system provides is enormous.

Entering a fast, sweeping bend yields a touch of initial understeer as the front tyres load up, but the active rear-wheel steering soon plays its part, and the rest of the car pivots around the big V6. The car does feel a bit out of its comfort zone when really pushing on in tight B-road bends, though – a bit like asking a sumo wrestler to do a backflip. It never fails to oblige, but I think part of the unfair criticism of 3000GTs in the early days was down to the fact that it doesn't perform how it looks like it should. The striking supercar styling suggests it should excel when driven hard and makes it easy to forget it's a pure GT car. Point it at the opposite side of whatever country you happen to be in, settle down and depress the short-throw throttle pedal and it would be an utter delight.

1992 Mitsubishi GTO/3000GT

Engine 2972cc V6, dohc, 24v, ECI-Multi multi-point fuel injection, MHIET TD04-13G twin turbochargers, twin intercoolers **Power and torque** 282bhp @ 6000rpm; 300lb ft @ 3000rpm **Transmission** Getrag five-speed manual/Mitsubishi four-speed automatic, full-time four-wheel drive, centre differential, rear viscous limited-slip differential **Steering** Rack and pinion, speed power-assisted, four-wheel steering system **Suspension** Front: independent, MacPherson struts, coil springs, anti-roll bar. Rear: independent, double wishbones, trailing arms, toe control, movable link, coil springs, telescopic dampers, anti-roll bar. Electronic control **Brakes** Front and rear: vented discs, power-assisted, ABS **Weight** 1740kg (3836lb) **Performance** 0-60mph: 5.9sec; Top speed: 155mph **Fuel consumption** 23mpg **Cost new** £35,500 ***Classic Cars* Price Guide** £2750-£8000

The ride quality over typical British B-roads is properly fantastic. Active dampers at each corner flatten out bumps and dips that would otherwise have you gripping the wheel and bracing for impact. That's a bizarre feeling, because you'd expect the swooping bright red bonnet to blur in your vision over poor surfaces. Boosting past 45mph and watching the rear wing tilt forward in the rear-view mirror is a treat every single time, and other than the burbly V6 note and soft whoosh of the turbos, the cabin is extremely civilised.

The Mitsubishi 3000GT is one of those cars that has to be appreciated for what it is – an engineering marvel, but perhaps one that suffers from something of an identity crisis. If it had the styling to match the drive, or vice versa, it would be one of the true greats of its era. Instead, it's a technologically advanced coupé that hasn't stood the test of time hugely well thanks to buyers after a cheap thrill. Standard or nicely-modified examples are very thin on the ground these days, but they're definitely worth considering if you're keen for a slice of *Gran Turismo*-themed action.

All in all, a 3000GT would make a unique owning and driving experience. While not a potential modern classic for everyone, they're really loved by people who admire these cars, and the enthusiast base is a vibrant one. Prices have stabilised, so if you've ever been tempted by a powerful Japanese four-wheel drive Nineties coupé, now's the time.

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[Epic Restoration]

'It had spent eleven years dissolving in a hedge'

This ex-army **Land Rover Defender** initially presented as a simple restoration job for specialist Artifact Automotive, but under the relatively robust skin was a dead engine and a chassis riddled with rot

Words and Photography DAN SHERWOOD

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D342

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KDE
FALKEN

'The day it first rolled off the trailer, it didn't actually look that bad,' recalls Harry Marshall, the owner and head technician of Land Rover restoration specialist Artifact Automotive, based in Northamptonshire. 'After an in-depth inspection, its true condition soon began to reveal itself – the chassis was rotten, the paint was an inch thick in places and the engine was beyond repair, but the customer was adamant he wanted it saved. And once you commit to that, there's absolutely no turning back.'

Wearing an unfazeable smile, topped with a mop of unruly brown hair, Harry is not the first person you'd expect to see at the helm of an enterprise specialising in the resurrection of classic Land Rovers. He's just 20 years old, so many of the models he deals with ended their production runs before he was even born, yet his knowledge and enthusiasm for his beloved 'Landies' is as deep as it is infectious. He has grown his fledgling firm organically over the last three years through grit, passion and a keen ability to find solutions to the myriad problems these machines often conjure up. What he and his young team may lack in terms of experience is more than made up for with endless gusto and a determination to never back down from a challenge.

Low point

'When we had all of our tools stolen. It was heartbreaking, and set us back a number of months'
Harry Marshall

'Unlike the relatively rust-free imports from Singapore we usually like to work with, this 1987 ex-military Defender had spent most of its life in the UK, where our salted winter roads can play havoc with the chassis.' Harry explains. 'It had been left to rot in a hedge for 11 years, and the foilage made it barely visible. We definitely had our work cut out.'

By the time it emerged from its leafy tomb, every inch of the 90 was in need of refurbishment. The 12J diesel engine wouldn't run. The gearbox refused to find first or second. The transfer box had a chunk of its mating face casting missing, the chassis was scarred from crude accident repairs, and the paint – if you could call it that – was a patchwork history lesson in itself.

A coat of many colours

'Once we started the agonising job of sanding back the layers of paint by hand, we uncovered it had been green, white, blue, then red, yellow and finally NATO green from its military days. Some of it brushed on, some sprayed, some panels more filler than metal. It was the highly labour-intensive process of removing the paintwork on this car that prompted us to invest in a new Applied Blasting aqua-blasting machine to aid the stripping of future projects. It uses a water to blast various media – sand, silica bead or glass – onto the panels to remove any paint, filler and corrosion, taking the panel back to bare metal. Wet blasting is a method we prefer to use over dry blasting, as the water helps cool the panel and avoids it distorting under the intense heat that occurs due to friction.' For Paul, the owner – who had deliberately sought out something untouched – that patina was part of the attraction. 'I didn't want a shiny museum piece. I wanted something that had lived a life. But I also wanted to give it a second life – better than it had ever been. Harry and his team understood that, and I gave them free rein to design it with me in mind.' That decision turned out to be crucial.

Tearing down the past

The Land Rover's arrival at Artifact's workshop marked the beginning of what Harry describes as 'controlled chaos.' The first step being a strip-down to the bare chassis. 'The Defender had been untouched since its retirement from the military. We're not sure where it served or what it was used for, but it still had the spades, axes and other field equipment strapped to the bonnet.'

Every nut, bolt and washer was painstakingly removed and carefully catalogued. Artifact runs a ruthlessly organised system – each corner of the car gets its own labelled white tub, while smaller fasteners are sealed in sandwich bags and zip-tied to the part they once held together. This frankly obsessive attention to detail undoubtedly pays dividends months later when the reassembly begins, helping speed up the process.

But the deeper Harry and his team went, the worse it looked. The rear crossmember bore scars of what could only have been an improvised roadside repair. 'It had been bent badly, and instead of replacing it, it appeared someone must have wrapped a chain round it, tied the other end to a tree, and driven forwards to affect the repair. The chain marks were still gouged into the steel.' While this kind of crude jerry-rigged solution may have been fine on the battlefield, for a meticulous restoration, it wasn't good enough. Harry had no choice but to cut out the damaged areas and construct new custom sections.

'We try to repair rather than replace, because it retains as much originality as possible. In this case, we used 4mm mild steel plating cut to size and MIG-welded into place. We tend to use MIG welding on the chassis because it isn't seen. We save TIG welding for more obvious exhausts or exterior panel joins.'

The bodywork fared better, with the bulk of the aluminium panels still sound. The bonnet, however, was a horror story. 'It was around 90 percent filler. I've never seen anything like it. Something heavy must have been dropped on it and it had simply been skimmed flat with filler. Perfectly flat, too!'

A replacement bonnet was sourced secondhand from a local Land Rover parts specialist. The grille and rear tailgate were also unsalvageable and replaced with brand-new remade items from SP Panels. 'The drop-down tailgate was swapped to a swing-away item because it offers improved access to the rear deck. The rest of the body was repairable. We stripped it of its rivets, cappings and fixings, before hand panel-beating and applying a small skim of filler to correct any minor imperfections.'

The spine of the beast

For Artifact, the chassis is always the line in the sand. Replace it with new and you risk losing a vehicle's essence. Repair it and you retain the aged-in harmony between body, frame, and mechanicals. 'It's the spine of the car. Everything else fits around it and it ages with the parts that attach to it. It's for this reason a new chassis will never fit as well as the original.'

Epic Resto of the Year

This Land Rover is one of 12 Epic Restorations you'll be able to vote for in 2025, with the chance to **win fabulous prizes** of premium workshop gear from Machine Mart, including this *Clarke Devil 370PD quartz halogen infrared heater with two heat outputs, thermostat control and colour LCD screen. *classiccarsmagazine.co.uk/EpicRestoOfTheYear*. T&Cs apply

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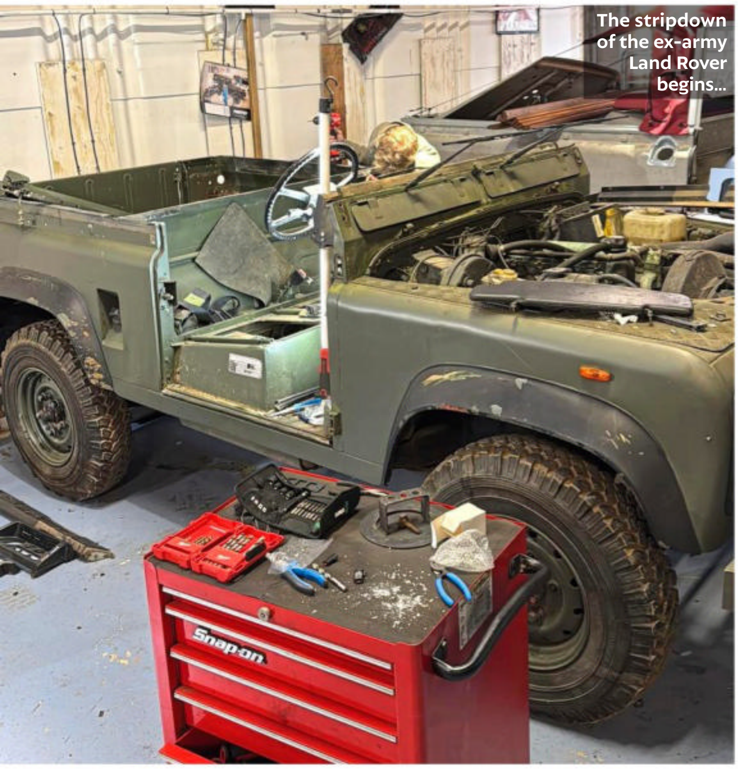
Machine Mart

*Prizes subject to change. They will be confirmed by the May 2026 issue

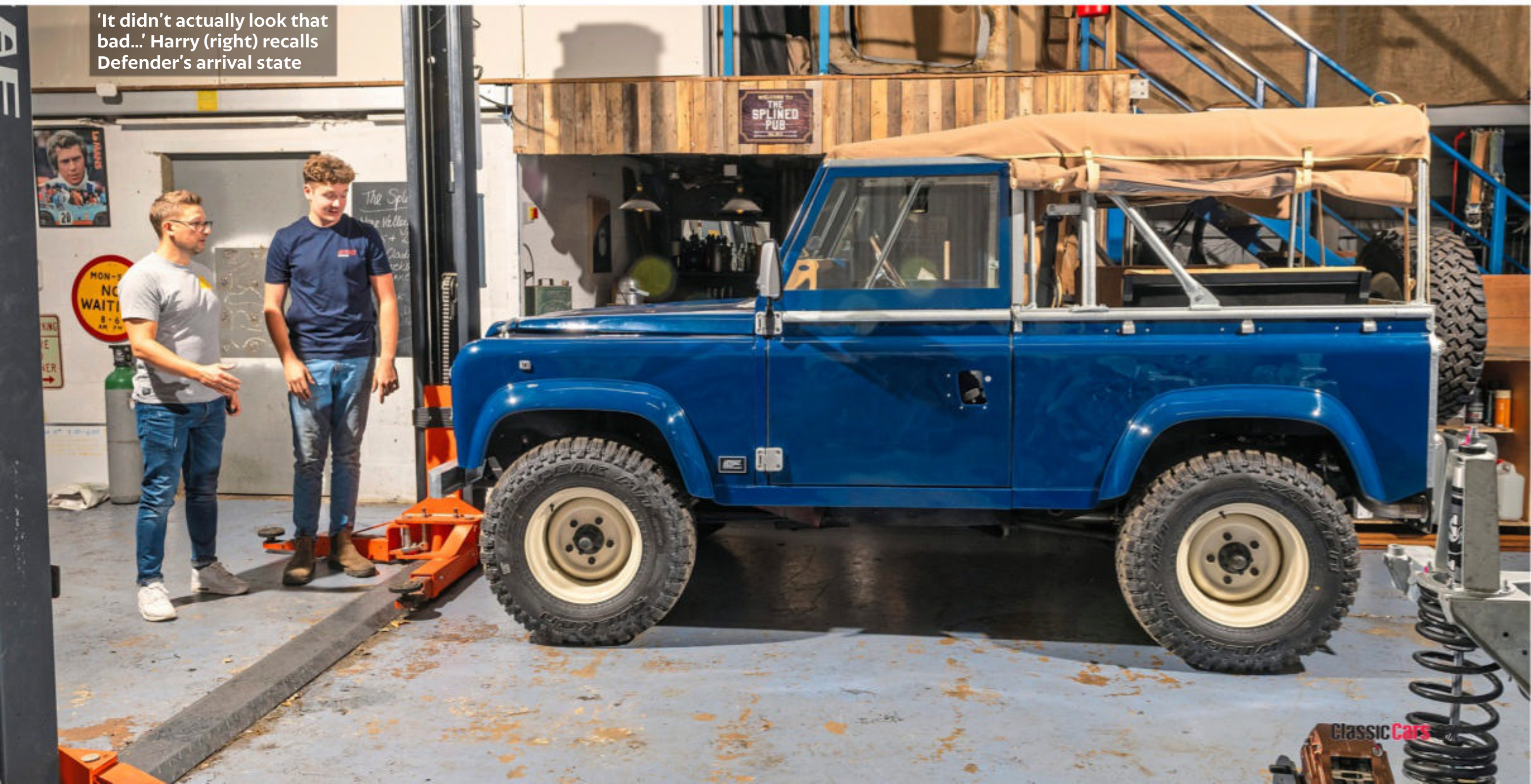
Repairs sanded by hand in prep for primer and base coats

Secondhand bonnet replaced one that was more filler than metal

Parts sourced from new and secondhand specialists

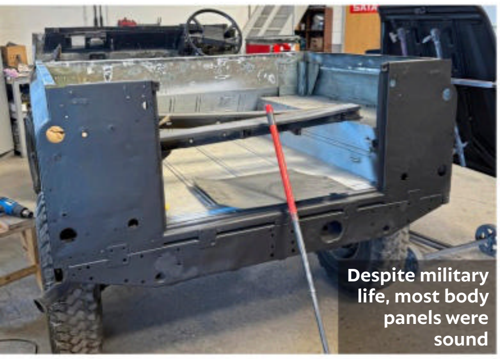

The stripdown of the ex-army Land Rover begins…

…following its decade-long, in-hedge hibernation

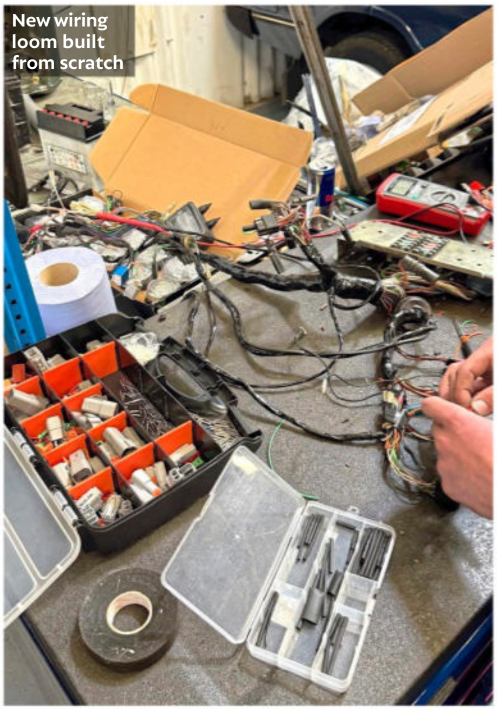

'It didn't actually look that bad…' Harry (right) recalls Defender's arrival state

Body-coloured dash lets the exterior flow into interior

Defender 12J engine replaced by 11D 200TDi Discovery unit


Despite military life, most body panels were sound

Two-pack base Caledonian Blue has no metallic; easy to apply


New wiring loom built from scratch

Original gearbox reassembled with new gaskets and synthetic oil

Installation of roll cage was a tense moment

Shot-blasting revealed how much steel had thinned away, with the bulk of the rot being located towards the rear. 'The spring mounts and damper brackets were the worst affected, needing cutting out and new items MIG welding in place. Additional plating and reinforcement to the rear chassis sections where they curve over the rear axle was also added, to improve the structural integrity where it was weakened by corrosion.'

The repaired chassis was then galvanised and coated internally with Lanoguard to stave off future corrosion. The galvanising process involves dipping the parts into molten zinc to coat the surface of the metal and prevent rust. This requires each part to be meticulously prepared prior to application, because the surface must be completely free from any contaminants such as paint, dust or grease, and free of any corrosion that could affect the quality of the galvanised finish and compromise its effectiveness. Each part must also be structurally sound to withstand the heat involved without warping, so it was critical for Harry to ensure all parts were of an appropriate strength and thickness to survive the process intact.

High point

'When the body has been painted and you can finally start to see the car coming back to life'

Will Roberts

'We build for longevity. We make sure it'll last another 30 years. Although there are other options for rust-proofing, we prefer Lanoguard, because it's a thinner, better penetrating coating that doesn't build up on fixings like Waxoyl can.'

Mechanical resurrection

The original 2.5-litre 12J naturally aspirated diesel engine was too far gone to be saved. A ruptured coolant passage was leaking into the combustion chamber of the third cylinder, effectively ending its service. Rather than chase originality at the expense of usability, Artifact opted for a reconditioned 200Tdi turbo diesel – a unit that offers a similar feel to a period-correct engine, but with meaningful improvements. 'It has the right character. Being from a 1991-1994 Discovery, the 11D engine is still an old-school diesel, but the turbocharger means it's more drivable. It's got better torque, more power, and can be smooth enough to live with every day.'

The engine was installed using the original 12J mounts and bolts straight on to the Defender's original LT77 five-speed gearbox, which Harry and the team had previously removed, split and inspected to ensure all was working within manufacturer tolerances and wear levels. Luckily, as is the case with many ex-military Land Rovers that Artifact works with, the Defender had only covered just over 3000 miles from new, so the gearbox was still relatively fresh and didn't exhibit the worn or broken gear teeth some higher mileage units can suffer from, requiring a full gearset rebuild. 'We reassembled it using new gaskets and MTF94 fully synthetic transmission oil to ensure smooth, slick shifts. A local fabricator made up a custom turbo-back exhaust system from stainless steel, because the old mild-steel system was too corroded to retain.'

The axles were also stripped and rebuilt including new seals and bearings to ensure longevity, and the hammer-damaged transfer box replaced by a secondhand item from a Discovery. 'The Discovery transfer box uses a higher ratio than the original item and was selected to give the Defender more relaxed cruising at motorway speeds. There are a lot of these units available secondhand, but to locate one with diff lock – as this one has – is a much rarer find.' The braking system had seen better days, with discs that were thick with rust and calipers that had seized solid. There was little point in trying to revive them, so they were replaced with new items, while the power steering system, including steering box and pump from the donor engine, was grafted in to aid low speed manoeuvrability.

MY FAVOURITE TOOL

Milwaukee right angle impact wrench

'The Milwaukee right angle impact wrench has been – and is – an absolute lifesaver for getting to grips with some awkwardly placed bolts and generally any situation where access is tight,' Harry explains. 'It's a rugged piece of kit that has more than enough power for most of the jobs I throw at it, and the rechargeable battery lasts for ages, meaning there are no power cables getting in the way when you're working. The clever technology means it prevents bolt over-tightening which can be vital when working with decades-old fixings.'

It was a similar story with the suspension – the dampers were leaking fluid from crusted seals and the coil springs were coated in corrosion. The solution fell to a set of Old Man Emu uprated springs and dampers, which are a modern alternative giving subtle improvements in ride and control, and excellent durability and longevity. 'Purists might sniff, but these upgrades don't kill character. They make the Land Rover suitable for the modern world.'

Wiring out the gremlins

If the mechanicals were a slog, the wiring was a clean break. 'We didn't even try to save what was there,' says Will Roberts, Artifact's wiring specialist. 'It was a rat's nest – brittle insulation, corroded connectors and bodged repairs such as wrong voltage connectors and poorly insulated sections of spliced-in wires. We pulled it all out and built a new loom from scratch.'

The new harness uses modern connectors, higher-current wiring, and has provision for extras. It futureproofs the car against gremlins while enabling modern upgrades like JW Speaker LED headlights, a discreet Bluetooth stereo, and uprated speakers for when the Land Rover isn't bouncing down a green lane. 'The idea is to avoid chasing electrical problems in two years' time. This way, everything is reliable from the start.'

Inside job

The original seats were ripped and stained after years of neglect, and Paul wanted a complete change; a hint of luxury, sportiness, but still rugged enough to feel like a Defender. The solution came with Corbeau bucket seats, retrimmed in cream quilted leather by Rye-based upholstery specialist Lucari Design, which also retrimmed the rear bench seats and dash cubby to match. 'They're a Marmite option,' Harry admits, 'but Paul loves them. Once fitted, we understood why. They're supportive, comfortable, and they set the tone for the interior makeover.'

The dashboard was restored and trimmed to match, while the fascia and metal cappings were painted in Caledonian Blue – matching the exterior. 'I wanted the outside colour to flow into the cabin,' Paul explains. 'It makes it feel more cohesive. And those seats… they make me smile every time I open the door.'

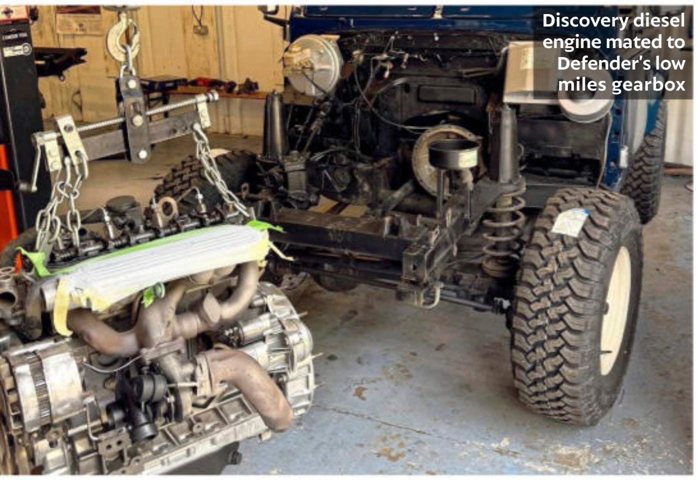
Refreshing the interior wasn't without issue either. The dashboard base had rotted beyond repair, and no original replacements or decent alternatives could be found. 'We made one,' Harry beams. 'That's the joy of restoration. If you can't buy it, you build it. We cut out the corroded pieces and welded new sections in to bring it back to a fully functioning item.'

The colour of character

There was never any debate about paint colour. 'Caledonian Blue. It's my favourite Land Rover colour. Deep, rich, and timeless. When Paul left the decision to me, I knew what I would choose.'

Artifact battled to give this Defender a new lease of life

Leather retrim conveys luxury


Discovery diesel engine mated to Defender's low miles gearbox

Later unit fitted using original Defender engine mounts

NEXT ISSUE
LAMBORGHINI ISLERO

Preparing the body to do the standout pigment justice was no small feat. After the ordeal of stripping away the six layers of past paint jobs, the team handed the body over to Artifact's in-house spray technician – the aptly named Paul Painter. 'After applying a suitable primer to the body panels and hand sanding it down to provide a perfect key for the base coat, I began the intricate process of laying down the colour. The base is a two-pack, flat colour without any metallic so goes down nicely and looks great on the Defender's angular shape.' Once the required coats were complete, the base coat was carefully flatted back for the application of the clear lacquer finish.

Final assembly and shakedown

The day the Land Rover came back together was one of satisfaction. 'It's like the world's most satisfying jigsaw puzzle,' Harry grins. To avoid scratching the freshly painted panels when refitting, they are wrapped in a clear paint protection film, which is only removed once all the panels and surrounding items are in place. A roll cage had been specified for the build, partly for aesthetic purposes, but also for safety, especially when used in extremes of off-road terrain. 'To ensure the 'cage went on without issue, we had two guys on each side supporting the weight and another in the flatbed guiding it onto its mounting points. It was a tense moment until it was bolted down.'

Every nut and bolt was torqued, every system tested. A 100-mile shakedown drive exposed only minor niggles – a little black smoke under heavy load, cured with adjustment of the fuel-to-air ratio via the diesel pump's fuel/air pin. The smoke was an indication of over-fuelling, so the flow of diesel was reduced to lean the mixture and get it the engine both running clean and pulling strongly across the entire rev range.

The reveal

Owner Paul had refused to view any in-build photos or updates – he wanted the final reveal to be a surprise. 'When they pulled the cover off, I didn't believe it was the same car. The transformation was that complete.' The joy was such that he immediately commissioned a second build for his wife, with another planned for his son's 18th birthday!

For Harry and the Artifact team, the handover was bittersweet. 'We always pour ourselves into these cars. They all have their own quirks and characters. And each one gets a name. This one is Shoreline. That's why letting them go is always hard. But when you see an owner's face light up, it makes every long night worth it.' An added complication for this project was the theft of the team's tools a week into the build. 'We had to work using our own tool kits from home, piecing things together with what we had until we could afford to buy replacements. Months later, when we'd finally got the proper kit back, we went over the whole car again and re-torqued every fixing. We couldn't risk a single corner being compromised.'

Full circle

From hedge-bound wreck to bespoke masterpiece, this Land Rover 90 has travelled a long way. Its scars have been healed, its soul preserved, and its character enhanced. Owner Paul sums it up. 'It's everything I hoped for – tough, unique, and full of life. It's not just a Land Rover anymore; it's part of the family. And the journey of bringing it back has been as rewarding as the result.'

For Artifact Automotive, it's another victory over time and entropy. For the rest of us, it's a reminder even the most hopeless project can, with enough vision and craft, be reborn into something truly extraordinary.

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Five steps to buying an

Alfa Romeo 166

A striking alternative to a Nineties German saloon, if you choose wisely, the luxurious, spacious and stylish **Alfa Romeo 166** offers great modern classic value

Words JAMES WALSHE & RICHARD GOODING Photography ADAM SHORROCK

The earliest examples of Alfa Romeo's 166 are now over 25 years old, and after having the honour of being named 'Britain's worst depreciating used car' by *Autocar* magazine, the big Italian saloon is being rediscovered by enthusiasts wanting its alluring blend of luxury at accessible prices.

Alfa's flagship saloon went on sale in the UK at the end of January 1999, replacing its 164 predecessor. The car was an immediate hit among enthusiasts, but despite handsome looks with a sense of drama and a sporting pedigree – if you choose the V6, you're rewarded with one of the most beautiful-sounding engines ever – its sales figures didn't represent that enthusiasm and the 166 was outsold by almost every other executive car.

In 2026, the luxurious large Alfa offers excellent value, and the handful that remain are being cherished by a discerning few for whom the 'Type 936' is one of the finest hidden gems in the modern classics landscape. With prices starting from around £1500, the 166 represents something of a bargain. However, it pays to buy very carefully.

[What to pay]

▸ Early good condition four-cylinder Twin Spark 166s start from as little as **£2400**. As you may expect, the larger-engined V6 166 models enjoy higher values than their four-cylinder relatives. An early 2.5 V6 in good condition could be yours for **£3300**. Concours cars can fetch upwards of **£5200**.

▸ Our Price Guide states that a good condition 3.0-litre V6 can be had for **£1750**, but if you want a concours-clean machine, you'll have to pay upwards of **£5950**. Projects begin at **£750**.

Which is which?

Firstly, be aware you won't find a huge number to choose from. Alfa Romeo withdrew the car from sale in 2005 after reports of epic depreciation and, of the 3000 166s sold in the UK, it's thought fewer than 400 remain. Whichever model you choose, though, whether it be the sweet-handling Twin Spark or the thunderous 3.2-litre V6, there's a thrill to be had. The 3.0 Super-trim models appear to be the most common 166s on the market.

▸ Designed in-house at Alfa's Centro Stile Alfa Romeo under the guidance of Walter de Silva who also oversaw the styling of the smaller Alfa Romeo 156, the 166 arrived with a choice of 153bhp four-cylinder Twin Spark, 187bhp and 223bhp naturally aspirated and 203bhp turbocharged V6 engines. Continental European markets saw a 134bhp JTD turbodiesel model round out the range.

▸ TS models were fitted with a five-speed manual gearbox, the 2.5 and 3.0-litre V6s having the option of a four-speed Sportronic automatic transmission. Diesel, 3.0 V6 and turbocharged V6 models came with a six-speed manual as standard.

If you're after luxury and exclusivity, it's thought fewer than 2000 166s were sold in the UK

▶ Top-end Super trim offered luxury and technology with its high specification, including a Momo leather interior, cruise control, climate control, and a colour infotainment screen. Buyers could also choose satellite navigation and xenon headlamps as options.

▶ A facelifted model arrived in 2003, which brought updates to the chassis, engines and interior. Externally, the car's 'face' now represented the 156 more closely. The turbocharged V6 was dropped, and the 2.5-litre V6 uprated to 185bhp. A new 3.2-litre V6 with 237bhp topped the range, fitted with a six-speed manual gearbox – added to the 2.0-litre four-cylinder model, too – while the 3.0 V6 gained the Sportronic auto 'box as standard. Production ceased in 2007; having been discontinued from the UK in 2005.

Bodywork and structure

Even though the 166 was well galvanised when new, rust can occur in several places, particularly around the top of the rear suspension and behind plastic cladding. Neglected cars can also exhibit corrosion-laden floors, and the front ends of the sills. Check the inside of the front wings, the bumper mounts, and the back of the rear wheel arches. It's also advisable to treat the underside to rustproofing – galvanising can only stave off road salt for so long. The external brightwork can also pit badly, so check its condition.

Engine and gearbox

Alfa Romeo 166 engines are strong, but a lack of regular servicing is bad news – dealer servicing was pricey on Twin Spark units thanks to the double plugs – so look to see if changes have been ignored. All use oil, so there's a risk that the level will have been allowed to fall dangerously low in the past, with consequentially serious engine damage.

The Twin Spark is a good option if you don't want the bills of the V6 engines. It's still charismatic with decent levels of power. Oil pumps are prone to wear out, leading to big end bearing failure.

Alfa originally had the cambelt interval stated as 72,000 miles – it's now widely accepted that it should be changed at every 36,000 miles or three years, with some specialists suggesting 23,000 miles. It's a tricky job that will cost around £325 when carried out by a specialist like Alfa Workshop (*alfaworkshop.co.uk*).

166
3.2 V6 24V
MM05 WFL

Facelifted model from 2001 has styling and mechanical tweaks; available in the UK until 2005

Officially, the belt change interval on the 2.5 and 3.0 V6 models is also at 72,000 miles or every five years but it's recommended doing the job at closer to 50,000 miles – expect to pay around £900 at a specialist. The water pump should be changed at the same time as the cambelt on all engines.

It's not an engine-out job on the V6 to replace the cambelt or the clutch, but you'd be wise to join the Alfa Romeo Owners' Club (*aroc-uk.com*) to learn the techniques if you're intending to do the work yourself. Check for oil cooler pipe leaks on the V6, too; replacement is labour-intensive and expensive.

General poor running and lack of power can be caused by a failed mass air flow (MAF) meter. These measure the amount of air going into the engine so that the ECU can work out how much fuel to add for best-possible performance. It's a sensitive system; check whether it's faulty by feeling for a flat spot three-quarters up the rev range. Issues don't show up on the dash warning lights until they're completely faulty. Budget around £35-£150 for a new MAF sensor depending on engine and component quality.

The ECU for the Sportronic automatic gearbox is located underneath the heater matrix. If water gets in and destroys it, replacements are very hard to find. Check the passenger footwell for dampness and that the ECU has been enclosed to protect it. A common sign of a failing auto 'box is if the transmission doesn't kick down or go into either Sport or Manual modes. Manual gearboxes are robust, but grinding or graunching noises may indicate synchromesh wear. Check the clutch biting point isn't right at the top of the pedal travel because this means it will need replacing. Kits for the 3.0 V6 cost around £250 from specialists such as Totally Alfa (*totallyalfa.com*).

Suspension and steering

The 166 front suspension uses double wishbones, and the high upper one is prone to wear. Listen out for creaking behind the dashboard on a test drive, or for play in the unit if you put the car on a ramp. It's around £85 per side to replace the uppers from a specialist such as EB Spares (*ebspares.co.uk*). It's also worth upgrading the original bushes to aftermarket items – they'll last longer than the original items and will tighten everything up. Look for uneven tyre wear, which is a sign the bushes are on the way out.

Interior and electrics

Alfa Romeo 166 interiors have plastics that go weirdly sticky, as with so many other cars built in the 2000s. Cleaning products now exist to eliminate the issue.

‘The big Italian saloon is being rediscovered by those wanting its blend of luxury at accessible prices’

Four and six-cylinder engines; V6 is the best for thrills and a sonorous soundtrack

Spacious, stylish interior decently made, but be aware of sticky plastics

Manual gearboxes tend to be robust, but can suffer from synchromesh wear

The 166 is otherwise decently built inside with only some electrical gremlins to investigate.

The big Alfa has a lot of electrical items that can flag up faults – this is often caused by wrong fuses or relays. Nevertheless, the xenon self-levelling lights can also fail. The central locking system can present challenges, too, that can usually be traced to a dirty contact, sticking pins or a broken motor.

Another known weak spot is the heater fan motor. These are prone to failure, and are tricky to replace, too, because access is best from the engine bay. It’s also worth checking whether any new battery fits properly, because space is tight in the boot and the clamp may not close over replacements that are either taller or fatter than the original.

Overall, though, there are no especially serious, deal-breaking issues, but it is important to check what’s working – and what isn’t – before you buy.

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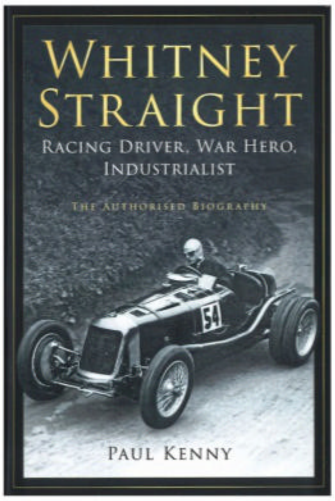

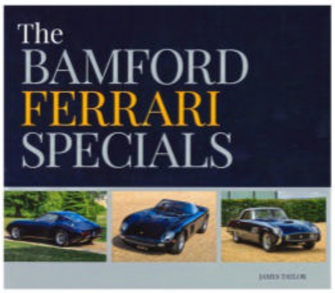

Ecurie Ecosse

By Les Hughes, £150, bronlebooks.com.au, ISBN 978 0 646 71039 6

Getting on for the size of a paving slab and weighing about the same, this slipcased 350-copy limited edition dedicates its 653 beautifully illustrated pages solely to Ecurie Ecosse's Jaguars. Subtitled 'One Glorious Decade' – in reference to the Fifties – it details in incredible depth the exploits of the team that became the first privateer team to win the Le Mans 24 Hours twice.

Hughes draws upon an incredible wealth of period accounts and old photos to tell the team's story, race-by-race throughout the Fifties. But it's not all track action. We get to know the personalities involved too. Hughes even goes to the extent of tracing the ownership histories of all the Jaguar road cars owned by the likes of Ninian Sanderson, Ron Flockhart and Jimmy Stewart. It's not the full story of Ecurie Ecosse by any means, but it is the ultimate deep focus on the reason why we remember the team while contemporaries go forgotten.

Whitney Straight

By Paul Kenny, £25, thehistorypress.co.uk, ISBN 9 781803 991115

Despite the cover imagery, this isn't really a book about motorsport. The subtitle, 'Racing Driver, War Hero, Industrialist', and the fact it's published by The History Press rather than a motorsport specialist tells you a great deal in itself. With reference to his extensive personal diaries, this is the authorised biography of Whitney Straight; the pilot who conquered the hillclimbs and racetracks of Thirties Europe with his team of MGs and Maseratis, then flew with the RAF in WWII, before taking charge of BOAC, followed by Rolls Royce's aero division.

It's a thrilling, engrossing tale of derring-do in multiple forms, with motorsport forming a minor part. Yes, the racing exploits are there, with tales of dicing with Seaman and Nuvolari, and colourful accounts of tackling Le Mans in the Thirties. But more poignantly, this is a story of the saving and rebuilding of Britain, of war, industry and aviation.

The Bamford Ferrari Specials

By James Taylor, £40, porterpress.co.uk, ISBN 978 1 913089 12 2

James Taylor has certainly been busy – he has three releases to his name this month alone – but this intriguing volume for the Porter Press stands out. JCB chairman Lord (Anthony) Bamford's Ferrari collection is well-known in the classic world, but lesser-known are the three one-off creations he oversaw in the Nineties, essentially filling in gaps he imagined in Ferrari's Sixties evolution.

As a result, this is the story of three British-built cars – a 400i reworked into an interim coupé between the 250SWB and GTO; a GTO-style roadster using another 400i basis, and an imagined Pininfarina show car based on a 250PF Coupé.

Bamford's appearances are limited in the book. Taylor lets the engineers behind these unique cars do the talking. Because ultimately, this is an intriguing, untold story of British design and craftsmanship. Albeit one that might make some committed Ferraristi wince.

MORE TO ENJOY

Land Rover Discovery
By James Taylor, £35, veloce.co.uk

The development story of an emerging classic which expanded what we could expect from Land Rover. Packed full of rarely-seen photos, and commendably doesn't begin with a potted marque history.

Formula 3000
By James Newbold, £69.99, evropublishing.com

The history and evolution of the just-sub-F1 series of the Eighties/Nineties, told by those who were there. Focus is international and swerves the national-level series.

Forever Senna
By Daniel Ortelli & Thomas Woloch, £19.99, Helmin & Sorgenfri

The late champion's F1 career, year-by-year, lavishly illustrated and narrated by those who knew him. Powerful.

Land Rover Forward Controls
By James Taylor, £15.99, amberley-books.com

More Landies from Taylor, this time a deep-dive into the oddball world of the cab-forward workhorses.

All these books are available from Chater's, many with discounts. To find out more go to *chaters.co.uk*

MODELS

1:18-scale Porsche 908/3
Werk83, £91.99

Some of the detail on this big diecast Porsche is very toylike. The one-piece plastic undertray in particular, and the interior has the worst seatbelt replication we've ever seen. However, a fully modelled race engine and visible chassis tubes for a £two-figure sum probably explains it.

1:18-scale Vauxhall Cavalier SRi
MCG, £72.99

Fair play to MCG for doing a right-hand-drive Vauxhall when the Opel would be more lucrative. It's also well-detailed, especially the speakers, heating elements, instruments and various badges. Being a sealed-body diecast, panel gaps are shallow, but it's forgivable for £73.

1:18-scale Ferrari 125S
Tecnomodel, £279.99

This big resin feels a bit stark and simple for £280, especially the bare aluminium interior. But this 55-example model wins out through connoisseur's subject-matter – it was Nuvolari's – and sheer delicacy of touch where needed, like the fine wire spokes and layered-up brake drums.

1:43-scale Volkswagen Golf GL
Maxichamps, £39.99

A deceptively well-detailed model, especially for diecast at that price. Things like the fine bumper blades, neat lamps, steel wheels and delicate chrome window frames all reek of Seventies Volkswagen. Even the all-black plastic interior seems authentic rather than cheap.

All models are available from diecastlegends.com tv choice

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T&C's: This competition is open to UK residents aged 18 and over. The prize draw opens twice - midday on Tuesday 30th September 2025 until midnight on Tuesday 14th October 2025 during the longlist voting phase, and reopens midday on Friday 31st October 2025 until midnight on Sunday 16th November 2025 during the shortlist voting phase. Entries from both the longlist and shortlist phases of the voting will be eligible. Whilst you may vote more than once, you will only be allowed one entry into the prize draw. The prize includes one pair of tickets to the 2026 TV Choice Awards taking place at The London Hilton on Park Lane on Monday 2nd February 2026 and one night's accommodation in a standard twin room at The London Hilton on Park Lane on a bed & breakfast basis. Both attendees must be over the age of 18 at the time of the event. ID may be required as proof of age as alcohol may be served at the event. The winners will have access to the awards ceremony, dinner and after-party. Travel to and from the venue and any other food and drink is not included. The winner will be the first name drawn at random after the closing date. The winner will be notified by email within 10 days of the closing date and has 10 days to respond before an alternative winner is chosen. This prize may be offered in a limited number of other promotions. No purchase is necessary, to enter for free visit www.tvchoicemagazine.co.uk/vote. Full terms and conditions can be found at www.bauerlegal.co.uk/competition-terms.html

tv choice

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Cambridgeshire trundle should have put Phil in a good mood…

…but drooping headlining had other ideas

Feeling the pressure

1962 Jaguar E-type S1 FHC
Owned by Phil Bell
(*phil.bell@bauermedia.co.uk*)
Time owned 15 years
Latest/total miles 66/111,644
Latest/total costs £0/£16,764
Previously Permatex #2 cured fuel leaks

Great joy! Saturday morning arrived, the landscape warmly bathed in sunshine, I had time to burn and the E-type was harbouring no ills. Caveat – none I was aware of. It was a chance to indulge in a drive just for the hell of it, but first a proper wash to remove too many months of garage dust. Washing the car is one of the few jobs where an hour invested always yields success, and its undemanding nature – even those wire wheels – serves as a sort of mindfulness therapy.

With the Opalescent Dark Blue paintwork gently sparkling back at me, it was drive time. But despite my recent improvements to the choke actuation, the engine took a few goes to start; at least the battery-draining churnathons seem to be a thing of the past. We'll see… But I nosed out onto the High Street full of care-free optimism, setting a course for the lanes of rural Cambridgeshire. Escaping our village, I was just about to find third gear – at 40mph to avoid cold-gearbox crunches from the, er, characterful Moss 'box – when my relaxed mindset was overcome with a feeling of pressure. In this case, from above.

The headlining had begun detaching itself from the roof and was weighing down on my head. Return to base and start working on a fix? Nah, there was driving to be done and the weather forecast was grim for later in the day. But as much as I tried to tolerate it, my unwelcome new headgear was feeling heavier and more annoying by the mile. I stuck it out for as long as I could bear but by the time it was obscuring everything in my rear-view mirror I had decided to accept defeat, pointing the nose back towards home and hoping that 2025's never-ending summer would afford plenty more fairweather drives.

And then the rain came so on went the wipers; then the rain stopped and off went the switch. The wipers had other ideas, the little trio of blades persisting in their attempt to clear diminishing quantities of water until they were dragging themselves painfully across dry glass. I feared burning out the motor but it seemed no amount of fiddling the switch off and on again would persuade them to stop, until they eventually parked themselves. Just as the rain returned. And so it went on. If the picture I've painted appears far from living the classic dream, you'd be right. If it seems funny, let's just say, it didn't feel much like it at the time.

In a grumpy mood, mind and hands were forced to tackle the headliner. Again. I'd refitted the grey cloth a few years ago when its adhesive failed, so the thought that my workmanship had failed was rather disappointing. But peeling off the last few areas that were still stuck revealed a different problem – the headliner cloth was still firmly attached but the foam backing sheet glued directly to the roof was degrading into a crumby, sticky mess. Just as well I'd sheeted off the entire interior first. Sorting it was going to be a much more involved job this time.

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CLASSIC CARS

GREAT GIFT!

Tourist Trophy race is the big event of the year for Gareth's Sunbeam...

Photography OLLIE SMITH/MOTOR RACING LEGENDS

MRL
SILVERSTONE FESTIVAL 2025

...and for the class winners, the spoils!

Sunbeam's silverware

1961 Sunbeam Alpine Series 2
Owned by Gareth Evans
(*gareth.evans@bauermedia.co.uk*)
Time owned One year, ten months
Latest/total miles 195/45,387
Latest/total costs £3500/£23,101
Previously Fuel tank leak and Weber woes

In August the Sunbeam and I went to Silverstone twice, taking in the wonderful Bentley Driver's Club meeting with the friendly folk at Fiscar on the National layout, before the big event of my year – racing in the 50-minute Tourist Trophy with Motor Racing Legends on the historic GP layout over the bank holiday weekend. This is the oldest trophy in the world, and this event celebrated its 120-year anniversary. I didn't want to miss it.

You can sense the 'but' approaching... I'd done some work on the carburettors during the six-week break since my last race because the car felt slow, and time evaporated rapidly, leaving me at a rolling road the Wednesday before the Fiscar race to check fuelling. The car scored 75bhp. It should be *three* figures...

But the air/fuel ratio was safe, so I decided rather than sacrifice my entry fee I'd enter the 30-minute Fiscar race and keep my cornering speeds as high as possible.

I qualified lower on the grid than I'd expected and failed to make up any lap time in the race. I drove the wheels off the poor car and did come home with a trophy for a class podium, albeit towards the back of the field; something was holding me back.

Investigations began immediately, and I enlisted the help of 'Wobbly' Steve Smith from Vibration Free, a specialist in vibration analysis and dynamic balancing. He deals in balancing engine componentry and works with F1 and myriad historic race operations, but crucially, Steve raced Alpines and Tigers for years. He agreed to look at mine in the fortnight between Silverstone visits.

At this point I thought my season was done. But after a fastidious bit of investigative work including compression and leak-down tests, removal of the sump for visual inspections of the cam and bearings, and an overall engine health check, it became clear that nothing major was wrong apart from two slightly bent pushrods, which shouldn't be causing this kind of power deficit.

The real lightbulb moment arrived the evening before I was planning to head to Silverstone Festival. At Northampton Motorsport on the rollers, Steve realised the throttle wasn't opening fully. He adjusted the linkage, tweaked the timing and swapped the air corrector jets.

Not only was the graph totally different, with peak power almost flat from 4500rpm all the way to near the 6k redline, but the car made 114.6bhp. Relieved? I was delighted! Vintage Tyres provided a fresh set of Dunlop race rubber, and I was ready, although not expecting to do particularly well in the race itself – my grid was full of E-types, Cobras, Austin-Healeys and ex-F1 drivers.

Enough excuses. My co-driver Simon Evans (no relation) and I finished 15th overall, and since the other runners in my class didn't survive the race long enough to see the chequered flag, I won the sub-2000cc class! I'm still smiling now.

Roll on the final event of the year, the Autumn Classic at Castle Combe...

Still looks sharp for an unrestored original

Exhausting experience

1994 Volvo 940GLE 2.0 Turbo
Owned by Russ Smith
(c/o *classic.cars@bauermedia.co.uk*)
Time owned 8 years 6 months
Latest/total miles 9746/125,318
Latest/total costs £580.88/£2000.08
Previously Tailgate wiring replaced

My much-loved 940 continues to provide sterling service, which is why it is almost three years since I last reported on it in Our Cars. That's why the mileage and costs figures above look so high. In its role as workhorse and fishing car, it has tackled bumpy, muddy tracks without complaint. Its remarkably small turning circle has got me out of a few scrapes too. It's also pretty good for sleeping in when there's no nearby B&B.

Despite all that abuse, it still scrubs up well enough to take to the odd show. I recently polished the Volvo up for its second appearance at Hagerty's Festival of the Unexceptional (FotU), where it drew a surprising number of admirers.

Any classic this old in regular use will throw up its challenges and expenses, though £450 of the latest costs were for clutch replacement at 116,000 miles – possibly its first, as I can find no previous bill for such work in the history folder.

Much cheaper, but ridiculously more challenging, was a blowing exhaust manifold gasket. This was picked up on by Nigel at classic-friendly Godden Auto Services at the last MoT; they replaced the gaskets. Twice. But the new ones started blowing again within weeks.

Nigel, a former classic rally driver, said it was the poor-quality pattern gaskets – all he could obtain. The filling in their three-layer sandwich construction was blowing out. What I needed was original quality gaskets – crimped around their centre hole, to prevent that happening.

I took to the internet, at length. In the first instance, this produced more 'second quality' gaskets – despite pictures of the correct items being shown. Then I found the right ones at Brookhouse Volvo Parts for £14.34 including postage. Since those were fitted, there's been no more 'chuffing' from under the bonnet.

PROFESSIONAL PARTS SWEDEN
21431704
Manifold Gasket

Repro part woes took some solving

Prior to the MoT, I'd done more internet trawling to track down a new offside tail light unit. The red lenses on the original were too clouded for my standards, never mind the ministry's. I took a chance on a pattern one at £49.20 from Parts Monster in Aylesbury, which was fine apart from poor package handling that had damaged the top corner. I could have sent it back, but after close inspection and trial fitting it seemed less hassle to superglue the broken bits back in place.

So my happy relationship with L3 JBK continues, sweetened by the recent donation of a roller blind-like rear load cover (an original option) by fellow scribe Peter Simpson. I've tracked down the correct brackets and after finding another 940 at the FotU with one fitted, I now have pics of how to fit them.

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IG81212	3.6 x 3.6 x 2.5m	140613584	£239.98	-	£287.98
IG81015	4.5 x 3 x 2.4m	140613570	£276.00	-	£331.20
IG81216	4.9 x 3.7 x 2.5m	140613574	£315.00	-	£378.00
IG81020	6.1 x 3 x 2.4m	140613572	£339.00	£414.00	£406.80
IG81220	6.1 x 3.7 x 2.5m	140613576	£389.00	-	£466.80
IG81224	7.3 x 3.7 x 2.5m	140613578	£479.00	-	£574.80
IG1432	9.7x4.3x3.65m	140613594	£1079.00	-	£1294.80
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PG3800A	230	3	5.6	010617852	£249.00	£298.80
PG3800ADV	230/110	3	5.6	010617854	£269.00	£322.80
PG6500ADVES	230/110	5.5	9.7	010617856	£519.00	£622.80
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TJ1250AC	1.25T	020111818	£125.99	£151.19
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Devil 2850‡	230V	1.4-2.8kW	010415801	£39.98	£47.98
Devil 7003	230V	1.5-3kW	010415450	£64.99	£77.99
Devil 6009#	400V	4.5-9kW	010416009	£119.98	£143.98
Devil 7009+	400V	4.5-9kW	010415454	£139.00	£166.80
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Devil 900	24.9kW	010410186	£164.99	£203.98	£197.9
DEVIL 900DV	24.9kW	010411175	£169.98	-	£203.9
DEVIL1600DV	36.6kW	010411191	£199.00	-	£238.8
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IG1700F	1700W	10L	8 hrs	22	010617095	£229.00	£298.80	£274.80
IG1100	1050W	2L	2.8 hrs	13.4	010611103	£233.00	£334.80	£279.60
IG1900	2000W	5.6L	5 hrs	20	010617117	£313.00	£394.80	£375.60
IG2300	2200W	5.6L	6.25 hrs	21	010612302	£379.00	£466.80	£454.80
IG4000	3800W	10L	6.25 hrs	52.8	010617130	£699.00	£1074.00	£838.80
IG8000	7500W	26L	8.25 hrs	114	010617135	£1599.00	£2038.80	£1918.80

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CTJ3000GB	Pro Garage	3	020113032	£109.98	£131.98
CTJ3000C#	Pro Garage	3	020113037	£139.98	£167.98
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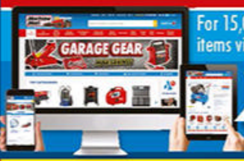

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1986 MERCEDES-BENZ SL300

Silky Smooth 3.0 Straight Six with Automatic Gearbox, stunningly presented in Cream Exterior with Wine Red Leather interior. Only 73,641 Miles with excellent Service History, most recently benefitting from over £20,000 spent at the SL Shop to bring the vehicle to the market. Clean MOT until May 2026 however as from March 2026 will benefit from Historic Vehicle status. Fantastic All Year-round drivability with a Colour Coded. Hard Top and the Like New Black Folding roof.

1967 MERCEDES-BENZ 300SE

A rare car in beautiful condition, the interior leather chrome and woodwork are in fantastic condition as is the exterior paint and chromework. Graceful and smooth riding with only 34,000 miles.

1969 MERCEDES-BENZ 280SL PAGODA

Finished in elegant pale gold with black leather interior. This car comes with the favoured 2.8l six cylinder engine delivering smooth performance.

1962 BENTLEY S2 CONTINENTAL

Elegant, graceful, just some of the words used to describe this lovely S2. The coupe body work is by H J Mulliner and our car is one of only 72 right hand drive Continentals made. This car comes with comprehensive paper work and only 55,600 miles.

1989 BENTLEY CONTINENTAL

The Continental was the flagship of Bentleys range when it was introduced in 1984. Impeccably engineered and hand built by Mulliner Park Ward it was the ultimate in coach built luxury motoring. This car comes with comprehensive paperwork and only 48,700 miles.

1972 BMW 3.0CSL

A legendary car finished in it's original colour of Polaris Silver. The lightweight aluminium body panels are in lovely condition. With only 78,000 miles the engine is smooth and gearbox precise. The car comes with a huge history.

1966 TRIUMPH TR4A

A great looking car and in very good condition inside, out and mechanically. The upgrade to the TR4A included an independent rear suspension set up transforming the way the car drives. This car also comes with the "Surrey" top giving added practicality.

1984 LAND ROVER SERIES 3

One of the last Series 3 Land Rovers. Our's has had extensive refurbishment with many new parts including an interior retrim. The rear seats are in a station wagon layout meaning that it can seat seven people.

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DEPOSIT TAKEN

1986 PORSCHE 911 TURBO

Beautifully presented in Artic Silver with light silver grey leather interior, this is great example of the 993 generation. Being the last generation of the air cooled 911's this car is becoming highly sought after and increasingly collectible.

2000 MINI COOPER

Classic Mini Cooper in fantastic condition and looking great in metallic green with cream roof and black part leather interior. 2000 was the last production year of the "classic" Mini and we're delighted to have such a lovely example for sale.

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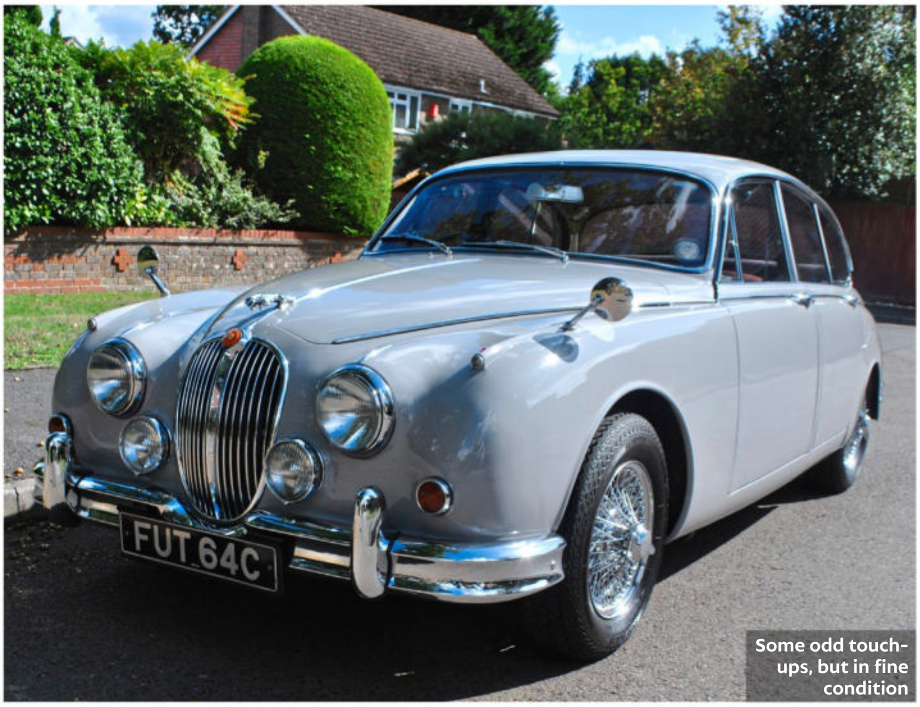
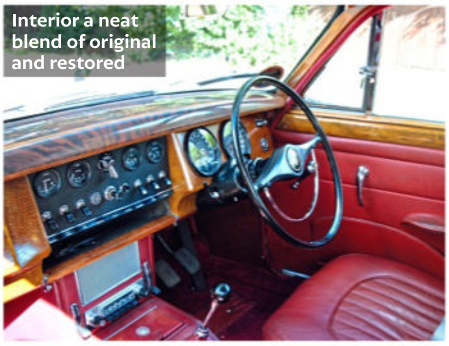

Some odd touch-ups, but in fine condition


Interior a neat blend of original and restored

Engine seems good, odd choke, though

1965 Jaguar 3.4 Mk2 £27,995

Sam Dawson asks that when a Jaguar Mk2 is this good and offers compelling value, does it really matter if it's not a 3.8?

Is the 3.8-litre Jaguar Mk2 really worth the premium over a 3.4? It's a worthwhile question. This 3.4 is currently up for £27,995, a figure which would only buy a middling example of a 3.8, and yet unless you really are going to make full use of the three-second-quicker 0-60 sprint that car offers, what do you stand to gain? The 3.4's value is compelling.

This one looks promising. The Warwick Grey paintwork presents well, looking generally consistent and smooth. There are some patches of orange-peel in the paint at the base of the front wings, and the small stonechips and scratches on the bonnet have been touched-in using the wrong shade of grey paint.

Importantly, panel fit is excellent, and there's not a speck of visible rust. The brightwork, likewise, is faultless save for some mild pitting on the B-pillars. The windscreen rubbers are perishing though.

The interior shows a mix of originality and restoration. The upper level of woodwork – dash top and door cappings – is in excellent condition, but the lower run, especially the dashboard panel itself, is faded, with cracks in the veneer, though thankfully not in the wood itself.

The leather upholstery, too, is patinated but uncracked, well-fed and supple, with the exception of a split on the tired-looking driver's-side armrest.

The 3.4-litre XK six starts easily enough. The original unreliable automatic choke has been bypassed with a binary switch, which causes the engine to splutter if it's turned off too early – it can't be let out as gradually as a conventional choke.

Once run up to temperature, with water at a steady 70°C and oil at 50psi, it drives well. The Jaguar-designed gearbox selects ratios cleanly, and overdrive acts smoothly, if a little sluggishly. The brakes are confidence-inspiringly strong. It's nice and clean under the bonnet, with no signs of oil leaks, and a sense of originality imparted by the period-looking service sticker on the Cooper air filter housing.

There's also a rare owners' information sticker on the speedometer glass which vendor Toro Sports Cars believes original. It's an assumption backed up by a staggeringly thorough and chronological service history in lever-arch box files.

It doesn't appear to have ever had a single concerted restoration, but rather had its every need met as and when needed. The files detail regular servicing and minor fettling – there has been a recent replacement clutch, new door rubbers and chrome from The Jaguar Workshop and SNG Barratt. The previous owner had it since 2010, immediately sending the car to David Manners for a complete evaluation upon purchase.

There are also day-to-day receipts going back almost to when the car was new. MoT tests are continuous back to 1972 – under period regulations, the earliest that was required for a 1965-built car. Receipts from University Motors and Mann Egerton, have a wonderful sense of Seventies history about them. This Mk2 itself is in great driving condition, but how often can you say a car has a timewarp service history file? This one does.

1965 Jaguar 3.4 Mk2

Price £27,995 **Contact** Toro Sports Cars, Farnborough (01252 629298, *torosportscars.com*) **Engine** 3442cc six-cylinder, dohc, two carburettors **Power** 210bhp @ 5500rpm **Torque** 216lb ft @ 3000rpm **Top speed** 120mph **0-60mph** 11.9sec **Fuel consumption** 16mpg **Length** 4591mm **Width** 1695mm

CHOOSE YOUR JAGUAR MK2

- Introduced in 1959, the Mk2 saloon range was a modification of the outgoing 2.4 and 3.4 MkI, with wider rear track, larger glass areas and restyled grilles and wheelarches, plus a new range-topping 3.8-litre version.
- The Daimler version was introduced in 1962, with fluted grille and numberplate plinth, plusher interior, along with a 2.5-litre V8.
- The 3.8 was dropped in 1967 ahead of the arrival of the new XJ6 4.2 in 1968. The 2.4 and 3.4 were renamed 240 and 340 respectively and restyled with slimline bumpers. The Daimler V8 was renamed 250. The 340 was discontinued in 1968, and the rest of range lingered until 1969, before effectively being replaced by the entry-level 2.8-litre version of the new XJ6. The Daimler was effectively replaced with the new Sovereign.

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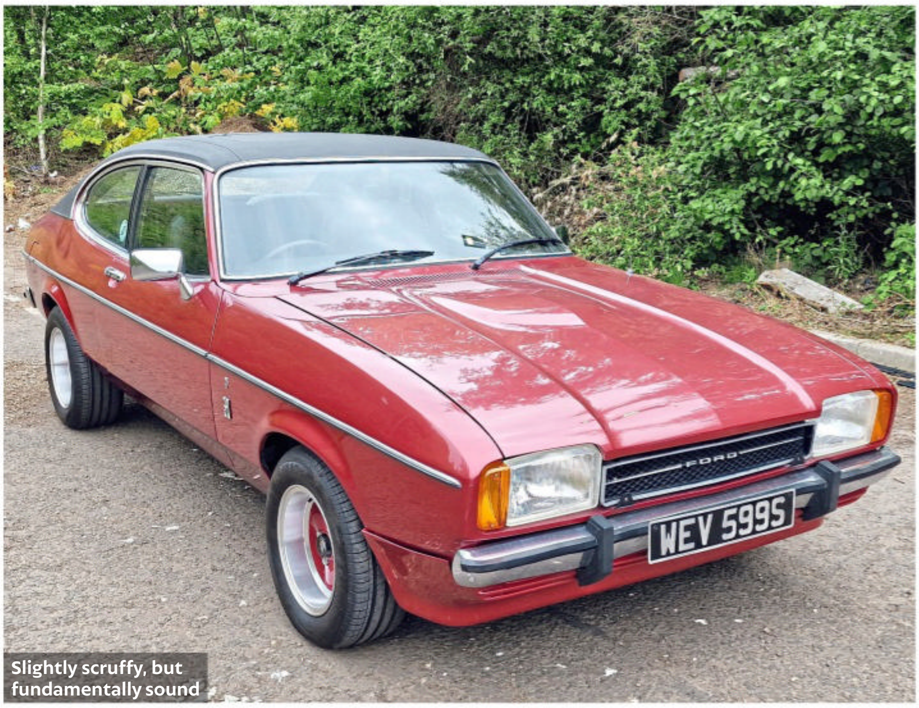
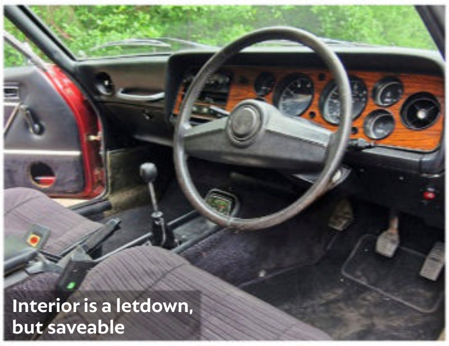
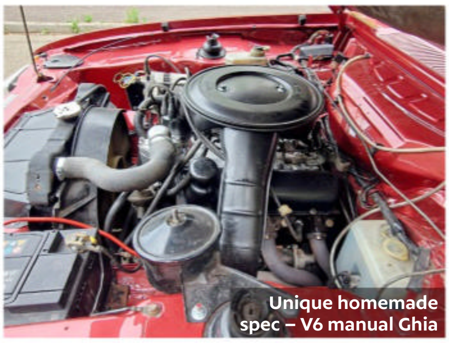

Slightly scruffy, but fundamentally sound


Interior is a letdown, but saveable


Unique homemade spec – V6 manual Ghia

1977 Ford Capri Ghia £12,995

Ford never offered a manual MkII Capri Ghia, but Matthew MacConnell has found – a lightly modified – one!

Forget the 'Automatic' badging on the boot lid. At some point in its life, this Capri Ghia was converted to a four-speed manual, a change that suits the car well, nudging it towards sportier 3.0S specification for half the usual price.

Unfortunately, there's no paperwork present to document the conversion, but finding gears is easy, and although the clutch bites high, it feels fresh. Stomping the throttle releases a lovely V6 gurgle and the car pulls effortlessly to the redline without any knocks, taps or bangs. The brakes work well, too, and the suspension feels smooth; however, the temperature gauge failed to climb after a 10-minute drive.

There's a slight crack on the driver's door rubber and there's light corrosion on the bottom right of the driver's door. The new owner needn't worry about tyres because these were replaced in 2024 with Nankang Ecoflexes, which have plenty of grip. The rubber around the back window is in good condition and the rear hatch is supported by two strong struts. The chromework, although complete, will need attention – the front bumper is dented and the chrome side-strake is lifting off the driver's door. The vinyl has deteriorated around the rear windscreen, however a new vinyl roof is included in the sale. The Jupiter Red paintwork shows some light scratching, but is otherwise in good condition with an even finish. While we were testing its exterior lighting, the hazards and indicators failed to function.

Its interior has also seen better days. Open either door, and you will find sagging in the front and rear seats, and a rip in the driver's bolster, although the seats themselves are comfortable enough to sit in. There are also two large holes in either door where some speakers once resided. There's marking beside the glovebox and two different colours of carpet around the passenger door. Similarly, there's some loose trim in places, which will need fixing. However, the sunroof opens well and all the gauges, interior lights and radio work.

Popping the bonnet reveals a lightly modified and healthy 3.0-litre V6 powerplant. Alterations include cylinder heads that have been converted to run on unleaded fuel, and a Sportex twin exit exhaust and manifold, which give it an excellent soundtrack under throttle. Its starter motor was replaced several years ago, and at the same time it was also fitted with electronic ignition and a switchable cooling fan. The engine bay has been treated to fresh paint, which involved removing the engine. Most of the engine and its ancillaries look original and all the hoses and fluids appear in good order.

This Seventies Capri may not be in original specification, but it drives remarkably well, and the V6 engine has been tastefully modified to release extra bhp. Similarly, the four-speed manual gearbox makes swapping cogs a tactile joy, and the suspension and brakes feel tight. While it's true this Capri will require some cosmetic attention inside and out, compared to the prices charged for some 3.0Ss, it's a bargain.

1977 Ford Capri Ghia

Price £12,995 **Contact** The Car Cave Scotland, Bonnyrigg (01875 820527, *carcavescotland.co.uk*) **Engine** 2994cc V6, ohv, carburettor **Power** 138bhp @ 5000rpm **Torque** 174lb ft @ 3000rpm **Top speed** 122mph **0-60mph** 8.4sec **Fuel consumption** 24-28mpg **Length** 4240mm **Width** 1698mm

CHOOSE YOUR FORD CAPRI MKII

- Devised in response to the 1973 oil crisis, the 1974 Ford Capri II saw the coupé reworked as practical family transport, with sharper styling, roomier interior and rear hatchback. Four-cylinder options came in 1.3, 1.6, 1.6GT and 2.0 displacements.
- V6 models came in luxury automatic Ghia and sporty manual GT guise.
- After a Lotus-inspired JPS limited edition in 1975, the V6 GT was replaced by the 3.0S, pairing the engine and manual drivetrain with stiffer sports suspension.
- MkIII of 1978 effectively a facelift; quad round headlamps, wraparound black bumpers and revised frontal panelwork.
- 2.8-litre V6 replaced 3.0 in 1981. Rare turbocharged versions followed from Tickford and Zakspeed. Capri discontinued in 1987.

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2015/65 (2016 Model) Bentley Continental GT V8 S Mulliner in special order Candy Red with 21 inch seven spoke polished alloy wheels and Sports exhaust. Fireglow leather interior with secondary hide in Porpoise, with contrast stitching and Flying B's in Fireglow. Premier specification, only 33,000 miles with FSH and immaculate £49,995

2013/13 Bentley Continental 4.0 V8 GTC in Granite with a Black hood, 21 inch alloys and Beluga interior, with contrast stitching, heated steering wheel, massage and ventilated front seats, rear park camera and spare wheel. Unmarked and known to us for many years, with only 50,700 miles and FSH. Outstanding value..£43,950

2015/15 Bentley Flying Spur V8 4.0 Mulliner in Thunder metallic with electric sunroof and 21 inch 10 spoke alloys. Linen leather with secondary hide in Porpoise, contrast stitching and dual colour steering wheel. Comfort specification, rear view camera and electric rear seats with massage. 45,000 miles with just 3 owners and FSH .£41,950

2009/09 Bentley Arnage T Mulliner with 20 inch 5-spoke alloy wheels. Finished in Diamond Black with Cotswold hide and dark stained Burr Walnut veneers, retractable Flying B mascot, upgraded radio and sat nav with DAB and rear park camera. Only 30,500 miles with 16 service stamps. Immaculate throughout..£44,950

2008/08 Bentley Flying Spur Mulliner. Finished in Silver Tempest with 20 inch Mulliner alloys and an electric glass sunroof. The interior is again Mulliner design in Portland leather, stitched in Beluga. Only 79,000 miles with Full Service History. Immaculate condition throughout..£19,650

2006/56 Bentley Continental GT Mulliner. Finished in Beluga with 20 inch alloys and Beluga interior finished in Mulliner style with Walnut veneers and door inlays in quilted leather. Full history, immaculate condition throughout... £19,999

2012/12 Bentley Continental GT 6.0 finished in stunning Onyx with 21 inch Black and polished alloys and de-chromed finish. Linen leather with Beluga stitching and embroidered flying B's, secondary hide in Beluga with dual trimmed steering wheel and Walnut veneers. Just 69,000 miles and full history, not to be missed at..............£33,950

2010/10 Bentley Continental GT Speed. Finished in special order Moroccan Blue with 20 inch Speed wheels. Beluga interior with contrast stitching in Linen and stitched Flying B's on the seats in Linen. Rear park camera and Convenience Specification. Only 58,000 miles with full history. Immaculate condition. Amazing value........£28,950

2006/56 Bentley Azure in unmarked Silverlake with French Navy mohair hood, Flying B mascot and 19 inch alloys. The interior is in beautiful condition, trimmed in Magnolia with Nautic secondary hide, two tone steering wheel and Madrona veneers. Only 39,000 miles with full history and in immaculate condition throughout £97,950

2007 Model/56 Bentley Arnage T Mulliner. Finished in Anthracite with Beluga interior. Bright Aluminium Inserts To Fascia & Waistrails, Flying B Radiator Mascot, Wood & Leather Steering Wheel and upgraded sat nav / stereo. Known to us for last 4 years, only 74,000 miles with full history £32,950

2005/54 Bentley Continental GT. Finished in Diamond Black with 19 inch five spoke alloys, with Saffron interior and Beluga secondary hide. Known to ourselves for 4 years and maintained regardless of cost, with only 58,000 miles, with full history. Immaculate condition throughout .£19,250

2002/02 Bentley Arnage Red Label LWB in Meteor Blue with chrome radiator grille and bumpers. Silverstone leather with picnic tables, vanity mirrors, Walnute veneers, door inlays and French Navy carpets piped in Silverstone. Just 77,000 miles with FSH. Known to us for 5 years, amazing value at...£26,250

2006/06 Bentley Continental GT. Finished in unmarked Beluga with 20 inch Speed wheels, with Beluga interior with Walnut veneers including the door and rear quarter inlays. Supplied by ourselves 8 years ago and maintained regardless of cost. Immaculate condition throughout £18,950

2013/13 Bentley Continental GT Speed in Glacier White with Black 21 inch Speed wheels and red brake calipers. Beluga interior with Pillar Box Red stitching and 3 spoke steering wheel in Beluga stitched in Red. Massage and ventilated front seats and rear park camera. Immaculate throughout, only 27,000 miles with FSH.................£44,950

1997 P Bentley Continental T. Wide Bodied in Black Sapphire with 18 inch 5 spoke alloy wheels. Parchment interior with French Navy piping, Dark Blue carpets with Parchment piping and Burr Walnut veneers. Known to us for 6 years and maintained to the highest standard. 65,000 miles, immaculate throughout...............................£82,950

2012/61 Bentley Continental 6.0 GT Mulliner in unmarked Sapphire Blue with 21 inch alloys and chromed lower front grilles. Linen leather, Nautic secondary hide, contrast stitching and Walnut veneers. Only one previous owner and just 10,900 miles. Serviced every year by Bentley, superb spec. including Apple CarPlay. Unrepeatable at.......£53,950

2010/10 Bentley Continental GTC Series 51. This beautiful example is in White Pearl with Black mohair hood, 20 inch alloys and adaptive cruise. The interior is in Linen and Beluga, with contrast stitching, Piano Black veneers and rear park camera. Only 62,000 miles with FSH. Immaculate, must be seen....................................£33,950

2003/52 Bentley Arnage T. Finished in Black Sapphire with 19 inch split rim alloys. Cotswold interior with French Navy embroidered Flying B's and French Navy secondary hide, with Walnut veneers and French Navy carpets. Only 33,800 miles with FSH. Known to ourselves for many years, immaculate condition throughout, must be seen.....£31,950

1991 H Bentley Turbo R MK II Active Ride. Finished in unmarked Royal Blue with standard 15 inch alloys, with a Cream coachline. The interior is trimmed in Parchment leather piped in French Navy and French Navy carpets piped in Parchment. Lots of history, outstanding condition, only £13,999

2007/07 Bentley Continental GTC 6.0 in unmarked Sapphire Blue with 20 inch alloys and Chromed lower grilles. Comes with a new hood in Navy Blue which will be fitted prior to delivery. Portland leather with secondary hide in Navy Blue. Walnut veneers with Walnut and leather steering wheel. Only 54,000 miles with history. Immaculate............£27,250

1986 C Rolls Royce Corniche Convertible. Finished in Aurora with a new Spruce Green Mohair hood and Champagne interior piped in Spruce with Spruce carpets and Walnut veneers. Upgraded radio unit including sat nav, DAB and park camera. Known to us for 23 years. 68,000 miles with FSH, immaculate..................................£89,995

2006/06 Bentley Flying Spur. Finished in Moonbeam Silver with electric sunroof and 19 inch alloys. Portland interior with the 5 seat design and privacy glass. Heated and cooling seats front and rear. Known to ourselves for 9 years, 111,000 miles with Full Service History and maintained regardless of cost. Immaculate condition throughout...................£15,999

1980 V Rolls Royce Silver Wraith Series II in Walnut with Beige vinyl roof and limousine style rear window, with Corniche style hub caps and trim rings. Magnolia interior with Chestnut carpets, Magnolia piping and picnic tables. Only 58,000 miles with lots of history and the bodywork is immaculate...£37,950

1990 Model G Rolls Royce Silver Spirit MK II Active Ride in Royal Blue with twin coachline in Cream and white wall tyres. Magnolia interior piped in French Navy and French Navy carpets with vanity mirrors to the rear. Known to us for several years, with service history and in outstanding condition.........£18,950

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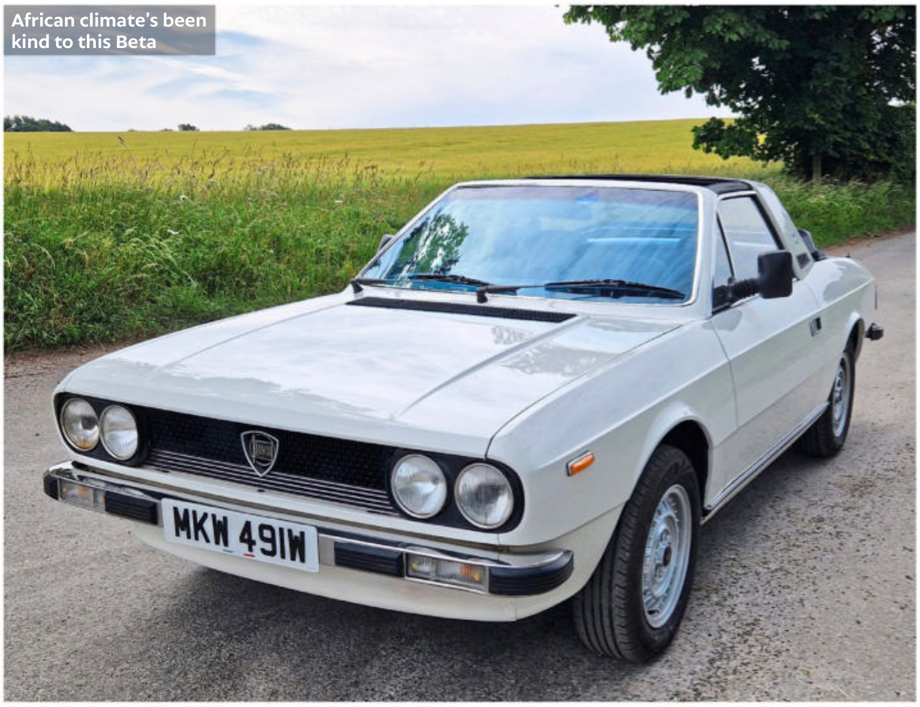
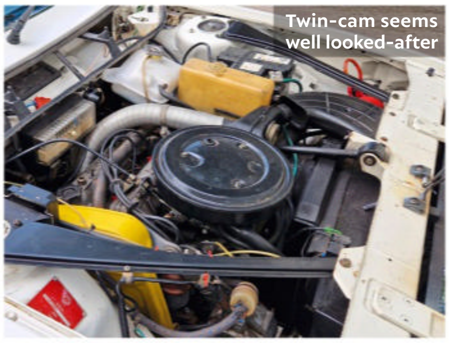

African climate's been kind to this Beta

Needs dusting, but sound inside


Twin-cam seems well looked-after

1981 Lancia Beta Spider £11,750

Don't worry about corrosion, says Trinity Francis – this targa-topped Lancia Beta has enjoyed a life in South Africa

It's unusual to find a Lancia of this age that's seemingly not yet succumbed to rust. However, this example was supplied new to South Africa, where it's lived most of its life. Although the South African service history is limited and the mileage unverifiable, that shouldn't count against it given that Betas, in the main, are valued on condition. This particular Beta is supremely comfortable and is prime for some light mechanical attention to bring everything up to the high standard of the exterior. As a Spider, it's also one of the most desirable variants.

When the car fires up, the tachometer doesn't immediately spring to life, but if you give the dial a tap, the needle starts spinning to where it's supposed to be. After a few minutes of driving, the steering column has a noticeable creak when you make a turn. Although you can feel the squeak, the steering itself doesn't seem to be impaired. The suspension gives this Beta a very supple ride and it's equipped with a good set of brakes. Gearchanges are smooth and the car appears to be equally as happy to cruise along at higher motorway speeds as it does to pootle around town.

The paintwork is in excellent overall condition. It's only on the rear nearside quarter panel where there are tiny touched-in stonechips. All four wheels appear undamaged. This example has a blue-tinted windscreen and the offside windscreen wiper has a rusty bolt. The chrome bumpers and trim look shiny and seem to be free from pitting. All Lancia badging appears present and correct and the previous owner even fitted dust caps with Italian flag motifs to the tyres.

Aside from needing a clean to lift some dust off the surfaces, the interior seems to be in good shape. The fabric seat covers appear a little faded and worn but they're likely to be in much better condition than vinyl seats of a similar age would be. Because this example was built for the South African market, the dials are set up for kilometres, both on the odometer and speedometer. If you forget what the right speed is for the UK, there's a handy conversion chart stuck to the inside of the driver's door. The dealer advises it comes with a Sony radio and CD player, but these aren't currently fitted. The driver's side door card leather is slightly bunched around the bottom of the armrest, but it hasn't split or worn through.

Thanks to the climate where this vehicle has spent most of its life, there appears to be minimal rust in the engine bay. Everything seems tidy and well maintained. The subframes – infamously the most rust-prone parts of the Beta when new – look new, and recent work includes a timing belt replacement alongside new front dampers, expansion tank and battery. Since coming to the UK, the car has been MoT tested once, in 2024. The MoT flagged an exhaust gas leak, old tyres and the offside front brake binding as advisories. All have since been addressed, including the fitment of a set of four Sonix EcoPro 99 tyres.

It's top money for a Beta Spyder, but few on British roads are this good.

1981 Lancia Beta Spider

Price £11,750 **Contact** Pioneer Automobiles, Berkshire (07711 509600, *pioneer-automobiles.co.uk*) **Engine** 1995cc four-cylinder, dohc, carburettor **Power** 113bhp @ 5500rpm **Torque** 129lb ft @ 2800rpm **Top speed** 117mph **0-60mph** 9.5sec **Length** 4040mm **Width** 1646mm

CHOOSE YOUR LANCIA BETA

- ▶ Launched in 1972 to replace the Fulvia, the Lancia Beta was the first of the marque to be developed with Fiat, featuring 1.4, 1.6 and 1.8-litre transverse versions of the Fiat Twin Cam engine. Launched in Berlina fastback saloon form, a base-model 1.3 followed in 1974, with a 2.0 replacing the 1.8 in 1975. HPE three-door shooting-brake arrived same year.
- ▶ Two-door coupé variant, powered by engines of 1.6 litres upwards released in 1974.
- ▶ 1975 Spider designed by Pininfarina but built by Zagato; carried Zagato badging in the US.
- ▶ Three-box Trevi saloon appeared in 1980. Berlina was discontinued the following year.
- ▶ Fuel injection rolled out across 2.0 engines in 1981, with supercharged VX variants following in 1983. Beta production stopped in 1984, replaced by the Lancia Prisma.

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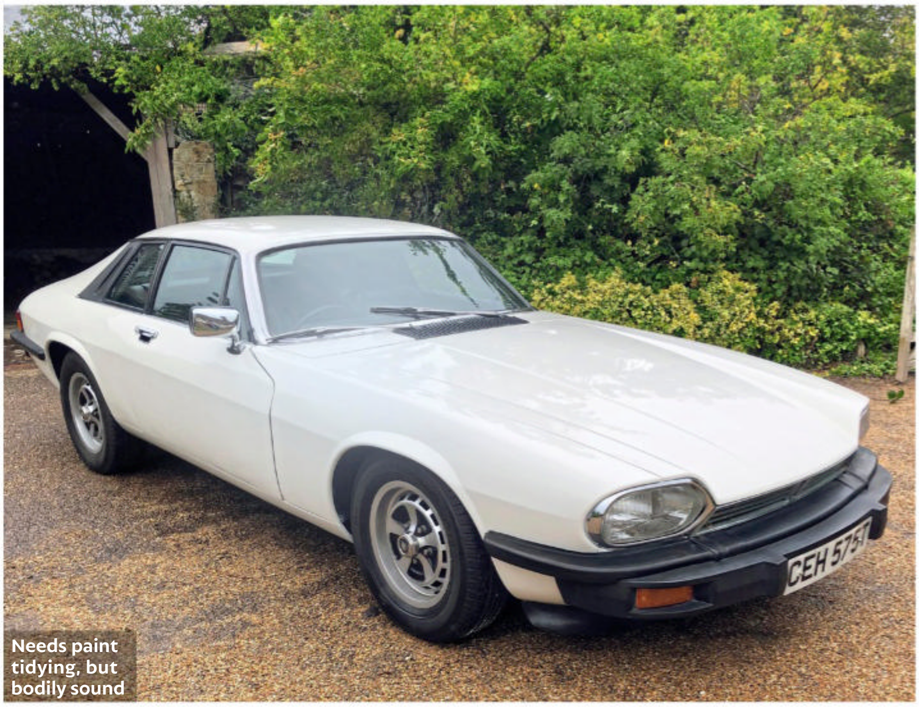

Needs paint tidying, but bodily sound

BL-era cabin's survived surprisingly well

V12 fine, fan belt and ignition need attention

1978 Jaguar XJ-S £24,995

Needs work and isn't cheap, but as Alan Anderson asks, just how often do very early manual XJ-S V12s come up for sale?

You've seen this XJ-S before – it was the cover star of our August 2025, 1975 celebration issue, making the case for a re-evaluation of the model. Nigel Boothman enjoyed driving it, but should you buy it?

Seventies 'pre-HE' Jaguar XJ-Ss now carry a premium, even more so when, like this one, they come equipped with a manual gearbox. The option was unpopular – Jaguar dropped it in 1980 – but it's the pick of the early XJ-S crop now – the car which really could take the fight to Ferrari and Aston Martin.

The V12 stirs into life easily and silently with 40-60psi oil pressure. The ignition warning light glimmers, and there's a screech at higher revs caused by a slack fan belt. Depressing the clutch pedal on any XJ-S, let alone a V12, is an unusual experience and this one has a particularly low biting point, but pleasingly, there are no signs of slip or judder.

Documents show the last owner spent a great deal of time and money overhauling the independent rear suspension. However, the front of the car still appears to sit too low, although this doesn't appear to affect the ride or handling.

At first glance the brilliant white paintwork appears good but look closer, and there's an abundance of overspray on the chrome, mainly the headlamp bezels, bumpers and even the tyres. Dealer Justin Banks agrees and says this blow over cost the last owner a hefty £5000, part of a £20k recommissioning. The upside are straight panels, uniform gaps, excellent sills and valances, clean wheelarches and a good overall paint lustre.

The dark blue leather cabin has survived very well, especially the trim – despite more traces of overspray on the door rubbers– although the blue carpet on the nearside footwell by the door has worn through. The headlining is in good condition. Being a pre-facelift model, the cockpit lacks the traditional leather and wood, and the dashboard is in good shape. Touch points such as the steering wheel, gearknob and rubber gaiter show signs of deterioration. Apart from non-operative wipers, all the electrics appear to be in working order. A modern stereo is installed but the original supplying dealer's rear window sticker remains.

The most recent keeper embarked on its recommissioning in early 2025 ahead of its appearance in the magazine. As a result, this is one of the neatest V12 engine bays we've seen for a long time – the inner wings and bonnet underside look extremely tidy apart from more slapdash overspray. Although not guaranteed, the mileage is strongly suspected to be genuine, judging by the quite comprehensive history, handbook, service book and Supercover folder. The last MoT was back in 2019.

As manual V12s go, this survivor – one of just 75 – is fairly priced, given that it sold in 2018 at H&H Auctions for just under £30k. As dealer Justin Banks candidly points out, despite the recent £20k recommission, it's going to need half this again, at least, to finish to the job properly, but it's usable in the meantime.

1978 Jaguar XJ-S

Price £24,995 **Contact** Justin Banks, Tunbridge Wells (07794 576886, *justinbanks.com*) **Engine** 5343cc V12, sohc per bank, electronic fuel injection **Power** 285bhp @ 5500rpm **Torque** 294lb ft @ 3500rpm **Top speed** 153mph **0-60mph** 6.9sec **Fuel consumption** 15-17mpg **Length** 4870mm **Width** 1793mm

CHOOSE YOUR JAGUAR XJ-S

- Launched in 1975 to replace the Series III E-type, the Jaguar XJ-S was available as a V12-powered coupé only. Manual transmission soon dropped because of lack of demand.
- Michael May's 'High Efficiency' cylinder heads fitted from 1981, accompanying an interior restyle with more wood and leather.
- Six-cylinder 3.6 entry-level model with manual gearbox option, and targa-roofed XJ-SC arrived joined the range in 1983.
- In response to aftermarket coachbuilders' conversions, full convertible XJ-S from 1988.
- Also in 1988, the TWR-modified JaguarSport XJ-RS applied racing-inspired suspension, engine and aerodynamic upgrades to the V12.
- Revisions for 1991 included six-litre V12s, restyled bumpers and a nomenclature change to XJS. Replaced by XK8 range in 1996.

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ALVIS TE 21 DROPHEAD COUPE 1965: Opalescent Silver Blue with Grey hide interior. Navy Blue mohair soft-top and hood cover. Chromium wire wheels. 5-speed ZF gearbox. Electric power steering and other useful upgrades. Restored some years ago. Classic British coach built four-seater touring car ....**£POA**

JAGUAR XK 150 3.8 'S' DROPHEAD COUPE: British Racing Green with Suede Green hide interior. Black mohair soft-top and hood cover. 16″ chromium wire wheels. Original UK supplied RHD example that was subject to a body-off restoration by J.D.Classics 25 years ago, it has covered 62,000 miles since! Original engine with 5-speed gearbox, P.A.S. etc. One of the rarest and most desirable XK's.........**£145,000**

JAGUAR XJ6 4.2 Ltr SERIES 1 1970: Regency Red with Beige hide interior. 19,000 miles only from new. This is an early chrome dial example with single piece rear bumper, a true collectors piece. Known to us since the 1980's, owned by us since 2017, used primarily for JDC/JEC events! **£29,995**

MG MIDGET MK2 1964: Riviera blue with blue interior. Blue soft-top and weather equipment. Silver wheels with chrome wheel trims. Three owners. 46,000 miles only from new. Extensively restored some years ago and still a lovely example from the classic Midget production period **£14,995**

MERCEDES-BENZ 350 SL (R107) 1972: Classic Mercedes White with white painted hub caps. Black hide interior. White hard-top and black soft-top. Rear seats. Automatic/P.A.S. Four owners. 33,700 miles only from new. Comprehensive service history from new. One of the first UK supplied examples **£39,995**

AC ACE BRISTOL 1959: Svecia Red with original Red hide interior and matching wet weather equipment. Silver wire wheels. An original UK supplied matching numbered example fitted with overdrive and an oil temp gauge. Original Log-Book. This is a lovely original example that has clearly been well cared for throughout its life...**£265,000**

ROLLS-ROYCE SILVER WRAITH 11 1981: Masons Black with Beige hide interior. Black vinyl roof, easily removable dark tinted glass and whitewall tyres. One private owner. 23,000 miles only from new! All usual refinements of this 'Top-of-the-Range' model...**£39,995**

JAGUAR XK 120 ROADSTER 1950: Silver with Navy Blue and Grey hide interior. Polished stainless steel wire wheels. A very early steel bodied original RHD example. Original engine block. 5-speed gearbox. Body-off chassis restoration many years ago utilising the services of many well-known specialists **£84,995**

MERCEDES-BENZ 280 SL 'PAGODA' (W113) 1969: Opalescent Maroon with Black hide interior. Matching Maroon hard-top and black mohair soft-top. Automatic/P.A.S. 90,000 miles only from new. Comprehensive history and known to us for many years..**£109,500**

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1995 PORSCHE 911 (993) CARRERA 4 COUPE (LHD). Supplied by Sonnen Porsche of San Francisco BLVD, the original invoice is within the history file. Finished in Polaris Silver Metallic with Classic Grey leather seats, having benefited from California's dry climate the body and paintwork are in immaculate condition as is the interior commensurate with the low mileage of only 58,896 miles. In June 2021 at 57,775 miles the Porsche had a full recommission at renowned Porsche Specialists Gantspeed details are within the history file along with the invoice totalling £2,921. Comes with a service book, owners manual etc. This iconic example of Porsche's final version of the air cooled engine is widely regarded as the best generation of the 911 ever produced **£64,995**

1995 PORSCHE 928 GTS. Very rare example, only 2904 produced. Finished in limited edition Aventurine Green with pale Grey leather and the very rare option of Walnut veneers to the centre console and door cards. Only 3 owners from new. Sold new by JCT 600 Ltd and serviced by them with 9 stamps, then by Porsche Aberdeen a further 9 stamps . At 81,831 it had a cambelt service, now covered only 83,700 miles. With expensive Alpine music system. Also includes the desirable valuable registration of C1 GTS. Documented service history all Main Dealer. Handbooks and service book etc. Perfect example of a very sought after last of the line Porsche 928 GTS......... **£57,995**

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1988 MERCEDES R107 500SL. Finished in immaculate Pageant Red with Beige Hide. Sold by us to a local lady in 2008 and serviced and maintained by us and has covered only 10,000 in 17 years. Facelift model with the all Alloy Engine, 4 speed gearbox, ABS brakes and flat face alloy wheels. Specs also include electric windows, cruise control, radio cassette, headlamp wash/wipers and front fog lamps. Original book pack, fully stamped service book and file of invoices for service and maintenance keeping the car in the magnificent condition it is today................. **£27,995**

1989 JAGUAR XJS V12 CONVERTIBLE. Only covered a mere 33,000 miles from new. Finished in unmarked Signal Red with Magnolia Hide and Black Hood. Last owned by a local lady who had the car in her collection since 2018 unused. Full service history backed up by 12 service stamps, old MOTs and invoices. Specifications include heated seats, cruise control, radio/cassette and cross spoke alloys. Comes with original handbooks, service book and tool kit. Exceptional example with excellent history **£27,995**

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ULEZ EXEMPT

1981 JAGUAR XJ6 SERIES 3 ONLY 16,000 MILES. Only an incredible 16,000 miles from new. Main Dealer registered by Arnold Wilson of Wakefield and one month later registered to Mr Hinks also from Wakefield who retained the car until recently purchased. Finished in special ordered Black Red Velvet interior chrome side mouldings bonnet moulding with Jaguar mascot Kent alloy wheels and philip radio.cassette. Original Books supercover warranty, old MOTs, Service book etc. Just been fully recommissioned. Time warp collectors' quality car...................... **£25,995**

1995 BMW 328I CONVERTIBLE *ONLY ONE OWNER AND ULTRA LOW MILEAGE OF 10,900 MILES*. Finished in totally unmarked Montreal Blue with Light Grey Leather. Sold new to its one and only owner in April 1995 by L & C of Croydon and serviced by them and then by Berry of Croydon, all fully documented in the accompanying file. Also the new car invoice confirming the spec which includes sports and heated seats, air con, OBC, tracker, hard top, radio cassette etc. Comes with a soft car cover and tonneau for when the hard is down. The very best you will find, collector quality totally original and mint. Gillett Car - The best a man can get................................. **£24,995**

ULEZ COMPLIANT

2007 JAGUAR XKR 4.2 V8 CONVERTIBLE SUPERCHARGED. Finished in immaculate Lunar Grey with Charcoal hide Black hood and Black 20 inch split rim alloy wheels. Only 51,000 miles and a full service history with 9 stamps in the service book. Specs include Sat Nav, Cruise Control, Electric heated seats with Electric lumbar adjustment, rear park assist and alpine music system. Dynamic stability control and much more. Comes with original book pack, service book, 12 months MOT and 12 months warranty. Super Car Performance for only **£19,995**

1989 VOLKSWAGEN SCIROCCO GT *ONE OWNER 19,000 MILES ONLY*. This stunning 2nd generation 1.8 litre GT Coupe is finished in its original and immaculate Metallic Grey with Grey Trim. Serviced by Volkswagen Main Dealers Colborne of Surrey. Owned by an elderly gentleman who covered just over 1000 miles in the past 19 years. Comes with the original Scirocco instruction manual and dealer information. Service invoices, service print out and 2 sets of keys. Totally original Scirocco in time warp condition.......... **£18,995**

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ULEZ
EXEMPT

1970 TRIUMPH 1300 TC. Only 48,000 miles and two owners. Supplied by B.L main agents W.F Parr and sons to its first owner who kept the car until 2024 and serviced by them, with the last service at 35,293 miles. In time warp condition, never had any welding the interior completely original with the new car protection still on the door cards. Refinished in its original Saffron Yellow with unmarked Black Trim. This must be one of the best in existence. Becoming very rare to find in this condition **£17,995**

ULEZ
EXEMPT

1971 MORRIS MINOR TRAVELLER. Finished in Teal Blue with new Light Blue trim and dark Blue carpets. The woodwork and chrome are also in very good condition. Recorded mileage of 82, 000 comes with old MOTs, invoices for work done for the last owner for the past 9 years including the retrim, owners handbook, original jack and tool kit and two sets of keys. Drives very well and is ready to take to shows this year.. ...... **£14,995**

ULEZ
EXEMPT

1980 MGB ROADSTER. This stunning MGB is finished in immaculate Factory Black with Black Leather, Wire Wheels, Overdrive, Mohair Hood and Pioneer KE2900 Radio. 64,000 miles, comes with MOT certificates dating back to its first one at 3 years old and a large file of invoices for service and maintenance detailing the care and attention this exceptional MG has had to keep it in the condition it is today. One of the best on the Market, don't miss this one! **£14,995**

1989 MERCEDES 230E COUPE AUTO *ONLY 55,000 MILES*. Finished in Mercedes Blue/Black with cream leather interior. Very high spec which includes an electric tilt and sliding sunroof, electric front and rear windows, alloy wheels, leather trimmed steering wheel and radio/CD player. Only 55,000 miles from new with 22 service stamps in the service book and only 3 owners from new. Comes with its owners manual and stamped service book. Very hard to find a low mileage and low ownership example... **£14,995**

ULEZ
COMPLIANT

2016 MERCEDES-BENZ E-CLASS E350 AMG NIGHT EDITION BLUETEC 2987CC. Finished in Obsidian Black Metallic with Black Nappa Leather. Only 2 owners and full service history. 9 speed automatic with multi functioning steering wheel and paddle shifts. Spec include dual climate control, front and rear parking sensors, cruise control with limiter, heated front seats, Isofix points to the rear, 7 inch display, Mercedes Comand Online system, voice operated control system, specialist paddle controlled ghost alarm system, service print out and all manuals in the original Mercedes Benz wallet. Known for its performance and efficiency for only **£11,495**

ULEZ
EXEMPT

1972 HILLMAN IMP. This charming example was registered on the 19th of April 1972 making it one of the later Mark III models. Finished in Carib Blue with original unworn Black trim. We originally acquired the Imp in 2016 at 42,000 miles and carried out a gentle recommissioning. The car has returned to us having covered just over 3,000 miles over the past 9 years. A rare find, becoming very hard to find in this condition **£12,995**

ULEZ
COMPLIANT

2006 BMW 320 CI SE COUPE *ONLY ONE OWNER*. Finished in immaculate Sonora Metallic with Futura Exclusive Beige Leather Upholstery. Complemented with Myrtle Wood Trim. Supplied new by Cooper Chelmsford to its only one owner from new and serviced by them 12 times in its 46,000 miles covered from new. Only being sold due to the owner's health. Comes with all its original books including Handbook, Service Book, 12 BMW Service Stamps, Old MOT's, Original Sales Invoice and Literature. Files of invoices from Cooper BMW detailing services, etc. When only the very best is good enough. DO NOT MISS THIS ONE IT'S PERFECT!.........**£12,995**

1996 SAAB 900 S AUTO ONLY 38,000 MILES FROM NEW. Supplied new by Saab Main Dealers Ballards of Finchley and serviced by them with 12 stamps in the service book. Finished in immaculate Arctic Silver with Black Leather interior, wood grain dash and Black Mohair electric roof. Supplied with original Saab leather wallet containing owners manual, service book and manual for the Grundig Radio. Timeless classic, a superb low mileage example... **£9,995**

ULEZ
COMPLIANT

2005 MINI ONE *ONLY 16000 MILES AND ONE OWNER*. Finished in Pure Silver with unmarked Grey trim. Comes with a complete set of MOTs and service invoices to confirm the exceptional low mileage of this mint condition one lady owner 16,000 mile car. Supplied with all its original book pack, handbook, service records, old MOTs and 2 sets of keys. Collector quality car, when only the best will do **£9,995**

ULEZ
COMPLIANT

2003 BMW 316 TI SE *ONLY ONE OWNER AND 17,000 MILES*. Superb original ultra low mileage 316 Ti SE. Finished in immaculate Dolphin Grey Metallic with unmarked flat weave dark Grey trim. 5 speed manual, with air conditioning, DSC, rear parking sensors, sports tuned suspension etc. Supplied new by BMW main dealers John Clark of Tayside to its one and only owner in August 2003. Supplied with all its original books, a service book with 4 stamps with the last service carried out at 16,742 miles and 2 sets of keys. Drive away for only... **£7,995**

ULEZ
COMPLIANT

2002 BMW 520I ES SE AUTO E39. Finished in immaculate Titanium Silver with Full Black Leather, very rare being the ES model. Only 64,000 miles from new, 5 speed automatic, RWD with 7 Hexagon Service Stamps and one main dealer. Full Leather, Electric Sunroof, Climate Control, Split Rim Alloys and BMW Business Entertainment System. ES is a mix of SE and Sports which includes its M sport suspension along with an M Leather Steering Wheel. Original Books, Service Book and 2 sets of keys. A very well looked after original example which drives like new **£6,995**

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1961 Aston Martin DB4 Series II - We are delighted to offer this incredibly correct, matching numbers Aston Martin DB4 Series II onto the market that still retains its factory colours of Black Pearl paintwork and Dark Grey Connolly leather £499,995

1964 Austin Healey 3000 MKIII Phase II - This truly exceptional MKIII Phase II is very fresh from completion, is running in and offers its next owner the opportunity to essentially have a fully rebuilt car at brilliant value.. £99,995

2002 Aston Martin V12 Vanquish - This very special Aston Martin was one of only 100 professionally converted to have three pedals and a stick shift by Aston Martin Works soon after its manufacture. With only 48,000 miles on the clock, this rare, low mileage car is a great find.. £89,995

2017 McLaren 570GT - This incredible car presents with just 58000 miles, 2-owners from new and a stellar service record. Testament to its GT title, this McLaren has enjoyed lots of on the Continent touring through Monaco, Belgium and Munich.......................... £72,995

1958 Jaguar XK150 FHC - This is a beautifully presented, very usable home market matching numbers XK150 that we are delighted to offer onto the market. Led a very sheltered life since restoration and will prove an ideal car for shows, events and long distance touring £67,995

1968 Shelby GT500 - This genuine Shelby Mustang GT500 was beautifully rebuilt by UK specialist and has covered minimal miles since completion and comes with comprehensive documentation................................ £179,995

1994 Mercedes-Benz E320 Sportline - This superb example has covered only 27,000 miles in the past 24 years while being meticulously maintained throughout its recent ownership £26,995

1950 Morris Minor Series MM Tourer - Having spent almost 50 years in Australia, the Morris arrived back in the U.K via container in the late 1990's and was then subject of a total rebuild by Ian Allen at Minor Services in Cambridgeshire £17,995

1989 Peugeot 205 1.6 GTi - This stunning, incredibly correct Peugeot 205 GTi has covered 68,000 miles from new and comes with a fantastic history file to include the original bill of sale, service books, handbooks, spare key with original Peugeot keyring, MOT's and comprehensive invoice file £16,995

1968 Daimler V8250 - Since last seeing the Daimler almost three years ago, the recent owner has covered 3000 miles and spent over £6000 on continuous improvements and detailing work with a Jaguar specialist £25,995

1978 Aston Martin V8 Vantage - This beautifully kept, very original car is a low mileage example that has spent large proportions of its life in dry storage and comes with a detailed history file.... £224,995

1969 Jaguar E-Type Series II - ORO 8H is a stunning 4.2L 2+2 with both a beautiful interior, fantastic exterior, and provides a brilliant driving experience £59,995

1973 Triumph TR6 PI - This is a truly exceptional UK Home Market RHD, 150 BHP CP Chassis number Triumph TR6 that we know incredibly well. We first bought this car back in 2003 just a few years after completion of a ten year rebuild to show class condition £35,995

2013 Morgan 3-Wheeler - This stunning Morgan Three-Wheeler has covered 17000 miles from new and boasts an impressive specification and list of expensive upgrades including an S&S Stage 2 upgrade and mappable ECU..................................... £29,995

1975 Bentley Corniche Convertible - Some reports suggest just 31 RHD examples were ever built, and this particular Bentley has a believed genuine mileage of 87000 and is finished in its correct colour combination £124,995

1955 Jensen 541 - This Jensen has recently benefitted from an extensive recomissioning program that included a new aluminium Dennis Welch Motorsport Cylinder Head, a full engine rebuild, braking system overhaul, suspension overhaul, and carb rebuild. A great driving beautiful car £67,995

1997 Ferrari 456 GTA - With only 21,000 miles on the odometer, a beautiful exterior, and a roaring V12 engine, this Ferrari epitomises collectable and luxury supercars. Accompanying the car is a comprehensive history file of routine servicing and original handbooks.. £59,995

1953 Triumph Thunderbird 6T - This example features Edward Turners Sprung Hub which was a suspension component that provided around 2 inches of vertical travel on the rear end and was inspired by the landing gear of a Gloster Gladiator fighter aircraft...... £9,795

1966 Ford Mustang 302 V8 Uprated – On arrival in the UK the Mustang was put through an extensive body-off restoration with photo record. The main lovable characteristics of an American muscle car are the noise and the feel of the torque, and this Mustang excels in both departments £29,995

1954 MG TF 1250 - FO 7394 is a home market, UK supplied MG TF 1250 that has an incredible history file spanning the best part of 60 years. The MG has arrived in beautiful condition with an excellent chassis, bodywork and a gorgeous six-year-old paint finish £22,995

01944 758000

sales@classicandsportscar.ltd.uk

1989 Jaguar XJS V12 Convertible - G798 TUU spent 35 years with one owner, has covered just 61000 miles and comes with its original bill of sale and incredible history back to new to include service booklet, brochures, MOT's since it was three years old and invoices/ receipts.. **£27,995**

1966 Jaguar MKII 3.8 Manual with Overdrive - This beautiful manual with overdrive Jaguar MKII 3.8 has been owned by a dear friend of ours in South Wales for the past 20 years. First registered on the 23rd of February 1966, this is a UK RHD home market matching numbers car.. **£49,995**

1939 Morgan 4/4 Series 1 Drophead Coupe - Previously owned by a senior staff member at the Morgan factory, this is an ultra-rare Drophead Coupe, which was restored in the 1990s by marque specialists to concours condition. A matching numbers car... **£24,995**

1932 MG Magna F1 - This beautifully presented MG F Type Magna has been subject of a magnificent bare chassis rebuild. This MG really is a true delight on the road, its six-cylinder engine runs so smoothly and offers really impressive performance **£34,995**

1940 Buick Eight Century - KXS 559 is an impressive, structurally excellent and highly original example that's had just one UK owner. Although the Century was Buicks flagship models making up for around 10% of their sales, the 1st generation Centurys are immensely difficult to come across in this condition... **£29,995**

1971 Jensen FF MKII - This outstanding Jensen FF MKII was supplied new in Metallic Quartz with Tan upholstery, and first registered on the 1st May 1971. EEA 455J was registered new to Jensen Motors Ltd, West Bromwich. Only 320 FFs were made before production ended in 1972... **£112,995**

1955 MG TF 1500 - This is one of just 244 UK home market 1500s, an incredibly rare car that we know very well having previously sold it to a customer of ours in Inverness. This particular matching numbers example was built on the 31/01/55 and was subject to a full rebuild in 1986 .... **£27,995**

1958 AC Aceca Bristol - This really is a true collector's piece with provenance, extensive history and equally as impressive is its overseas touring reliability, quality of restoration and post restoration maintenance **£147,995**

1992 Porsche 911 964 Carrera 4 Targa - This very special car has covered just 54000 warranted miles and with estimates suggesting that fewer than 1,500 Carrera 4 Targas were produced globally over the 964's production run, this is an incredibly desirable and rare car **£87,995**

1967 Jaguar E-Type Series One 4.2 - This magnificent, matching numbers E-Type Roadster has been subject to a full nut and bolt, ground up restoration by a West Yorkshire based, renowned Jaguar expert and restorer....................................... **£139,995**

2004 Aston Martin DB7 Zagato - We are very pleased to offer onto the market this ultra-low mileage Aston Martin Zagato. This car, number 053 of 099 ever built has covered less than 12,000 miles from new and comes with an impressive service history **£274,995**

1973 BMW 2002Tii – This is an exceptional example of a BMW 2002Tii having been subject to a recent extensive bare shell, bare metal body restoration (with photo record), an electrical overhaul, and a first-class mechanical recommissioning program........... .... **£59,995**

1957 Jaguar XK150 3.8 DHC - Originally built as a 3.4 litre automatic example for export to the USA, this splendid XK150 has been in the UK for many years and been upgraded with a 3.8L engine, a 5-Speed manual gearbox and PAS **£89,995**

1978 Aston Martin V8 Volante – 45000 miles, accompanied by an exceptional history file including original bill of sale. A stunning, highly original top class motor car that we are very proud to offer onto the market **£187,995**

1948 Bristol 400 - Acknowledged by specialists to be one of the finest if not THE finest in existence. The subject of a 2000-hour restoration and one of a very few with the more powerful 100A engine. The provenance of this gem is impeccable **£84,995**

1968 Bristol 410 - TYF 447F has in recent years been subject of a detailed restoration and a comprehensive photographic record has documented this. The body was fully stripped down and rebuilt, beautifully re-painted **£43,995**

1971 Mercedes 280SE Coupe 3.5 V8 Coupe – PHZ 2 comes to us from a local customer of ours who has owned the car for 11 years having imported it form the sunshine state of California. This Mercedes presents superbly well with an exceptionally solid and original underside, and beautiful interior... **£POA**

1959 Jaguar XK150 3.4 DHC - This XK150 was subject to a top-quality restoration, is equipped with power assisted steering, and is a UK home Market matching numbers example **£112,995**

2010 Renault Clio RS - This "last of the manual gearbox" RS Clio presents superbly in every respect. We first saw it in 2024 before promptly selling it to one of our regular customers in Inverness. The car returns to us with a nice mileage of 82000 with impressive service history....................................... **£7,995**

1927 Citroen 12/24 5 Seat Tourer - This older-restored example was first sold in Dublin, by McEntagart Bros on Leimster Street and we are informed that it was first registered in Ireland with the mark Z48.................. **£11,995**

1972 MG B Roadster - The MGB was with the same family for around 30 years and has covered little 21,000 miles since a complete overhaul, re-trim, new hood, full bodyshell strip down, restoration and re-paint, and engine re-condition taking the car to a show standard level in 1989...................... **£16,995**

1961 Daimler Dart SP250 - 1986 RW is a very special car with incredible provenance. This car is a genuine low mileage example with just 38,500 miles from new with a wonderfully documented history. Finished in its original combination of Ivory with Red trim... **£43,995**

1969 Morris Mini Cooper S MKII - This delightful and charming, matching numbers Mini Cooper S MKII was first registered on the 12th of June 1969. In 1993, the Cooper S was subject to a full restoration including the engine being fully rebuilt and tuned to Road Rally Specification **£29,995**

1973 Jensen SP - The Jensen SP with its Six-Pack carburettor system was launched onto the market in 1971 as the Company's new flagship car. Today these cars are rare, only 232 SP models were produced, this example has just 29,500 miles **£59,995**

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Jaguar SS100

Built in 1975 by the famous coach builders Birchfield in hand crafted aluminum based on the1935 SS100. These cars are very rare only 22 were ever made this one is No 18, these cars have over tripled in price because of the investment side of them plus they drive beautiful. Powered by the Jaguar 4.2 engine with twin carbs. Hardly ever see these for sale because of the rarity of them. Although we have been fortunate to have owned seven of these master pieces. Finished in gleaming red with beige hide interior piped in red with embroidered headrests. Power steering, automatic, sparkling chrome wire wheels, Beige convertible top, and spare wheel cover and hood cover, large chrome headlights with chrome mesh grills, twin spots, side pillar light,stereo,disc brakes. All weather equipment. Probably the finest coach built repro in the world this car is just breathtaking......................£145,000

Jaguar E Type V12 1971 2+2 finished in unmarked gleaming signal red with black hide interior, sparkling chrome wire wheels, with white side tyres, tinted glass, stereo system, power steering, automatic, drives superb, thousands spent to bring this E Type maintained to the highest of standards, with service invoices, original handbook, many old MOTs, this car is just stunning one of the best there is garaged from new..£86,500

Mercedes Sports 300SL 1988/9. Finished in Astral silver, with navy blue interior and matching soft top, complete with hard top, rear seats, over mats, tinted glass, stereo system, light up vanity mirrors. ABS, alloys, power windows, automatic, power steering, spare wheel never used, complete with all tools, Tracker and immobiliser fitted. Mercedes MoT, recent service. Only one previous owner, only 23,000 miles from new, with excellent service history from new, garaged from new. Just magnificent throughout £59,750

Ford Zephyr 1954 MK 1 finished in Masons black,with superb original maroon interior, manual transmission, steel sun visor, twin spots, side hunting lamp, new slim band tyres badge bar and badges, original working radio, good history, only 48,000 miles from new, many old MOTs.original handbook, complete with all tools, and jack, known to us from new, entered in many shows, this remarkable original car runs superb, probably only a few available excellent investment...............................£26,750

Jaguar E Type 3.8 series 1 1963 LHD Roadster, Finished in gleaming carmen red with as new black hide interior with the bright aluminium dash and centre consul, CD stereo system. Brand new sparkling chrome wire wheels and tyres, spare wheel unused, complete with all tools and hood cover, the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world. And has only covered a few hundred miles since. Comes complete with handbook also the amazing history file of the restoration. A chance to own properly the finest of E Types and a superb investment £157,500

Jaguar SS100 repro coachbuilt by the famous Adams coach builders who were responsible for most of the exotic sports cars, being a ex lister design man. This roadster was built in 1985 based on the 1935 Jaguar SS100, one of only 17 built, finished in British Racing green, with beige hide interior, headrests, radio, CD player, powered by the popular Jaguar 4.2 engine with triple carbs, manual gearbox with overdrive, power steering, and disc brakes, making this a pleasure to drive, fold down front wind screen, all weather equipment, plus side screens, fitted with factory wire wheels, and twin side mounts with fitted mirrors, comes equipped with hood cover, full toneau cover, rear chrome luggage rack, badge bar with various badges, wire grill head light protectors, twin spots, excellent history file with invoices and old MOTs, and tax discs, complete with all tools, and very expensive in door car cover, this car is just stunning and a fine investment... £85,750

Jaguar E Type 3.8 Series 1 Roadster 1963 Finished in gleaming unmarked British Racing Green, with matching soft top. With as new tan interior and tonneau cover, Period radio, Like new chrome wire wheels and tyres, This car is just breath-taking, Probably one of the best we have ever seen. If you want the very best here it is. £165,750

Jaguar E Type 1970 2+2 finished in opalescent silver blue, with superb matching hide interior, overmats, headrests, original stereo, manual transmission, chrome wire wheels, 42,000 miles from new two owners, invoices, original handbook, service book, excellent example..................................... £69,750

Mercedes Sports 1985 280SL. Finished in gleaming unmarked classic white, with black hide interior, rear seats, hard and soft tops, automatic, power steering, power windows, ABS brakes, alloys, stereo system, 69,000 miles, service history, complete with all tools, new MoT supplied on purchase, only three previous owners, always garaged, drives superb, excellent example....................... £27,750

Daimler Sovereign 420 1967 finished in golden sand with cherry red hide interior, automatic, power steering, badge bar, chrome wire wheels, stereo. These Daimlers are very rare and probably never in the condition of this car, being kept in remarkable condition from new, and only 53,000 miles with a folder full of history and old MOTs. complete with original tool kit, having only three owners from new the last owned 34 years,a superb classic that drives excellent and can be driven every day, garaged from new. Excellent value for this appreciating classic. £36,750

Ford 1955 Zephyr Mk1 Three position convertible, Finished in Dorchester Grey with a Maroon soft top and hood cover,Matching interior and carpets, Period radio, Sun visor, Pillar spotlight, Badge bar, Twin spots, white side tyres, complete with tools , handbook and invoices, retored to the highest standard, absolutely stunning, more pictures on website £49,750

Jaguar E Type 1970 2+2 finished in old English white with as new black hide interior piped white, automatic transmission, sparkling chrome wire wheels, with new white band tyres, stereo, complete with all tools, this car has had a recent full engine overhaul, and over the years thousands spent with all invoices, old mots, original hand book, old tax discs, the history must be seen with this car £68,750

Jaguar E Type V12 Roadster 1973/4, Finished in totally unmarked gleaming signal red, with soft black hide interior, headrests, tinted glass, stereo, over mats, air conditioning, manual transmission, power steering, as new chrome wire wheels, with new white side tyres, complete with all tools, lots of recent invoices, original handbook, been in a museum for many years hence only 37,000 miles from new,with only two owners, drives superb, never seen rain, garaged from new, this E Type is just magnificent could easily win any show.........................£145,500

Jaguar E Type 4.2 Series 11 Roadster 1970. Finished in Primrose Yellow with Black hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills, magnificent throughout £135,750

Jaguar E Type 1969 2+2 left drive, finished in the original mirror finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering, Jaguar fitted triple Webber dco 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools, recent concourse winner, and winner of many shows, trophies to go with car, this is a very rare and special E Type. The original colour scheme is breath taking,also comes with everything itemized from the previous owner. This is the best 2+2 we have ever seen, more detailed pictures on our website....... £125,750

Jaguar E Type 1972 V12 Roadster, finished in unmarked opalescent silver blue, with cherry red hide interior, headrests, navy blue soft top, overmats, stereo system, sparkling chrome wire wheels, with white side tyres, tinted glass, manual transmission, power steering, complete with all tools, this car has only 25,000 original miles from new, and only two owners, and has the original British Leyland service book, and handbook, with excellent history, drives like a new car, and in totally superb condition, just stunning... £145,500

London Taxi TX2. Finished in Black with superb interior, occasional seats, power steering, wheelchair access, automatic, power windows, stereo system, glass divider, low miles, original handbook very difficult to find another like this one. Large choice £6,750

London Taxi 2004 finished in silver grey with contrasting interior, usual extras occasional fold down sears, glass divider, power windows, disabled equipment, automatic, with power steering, superb to drive £6,500

Ford Zephyr Convertible 1955 Mk1 Three position Drop head, finished in Dorchester Grey over Maroon, with superb interior, with matching hood and hood cover, sun visor, twin spots and badge bar, pillar spotlight, period radio, complete with tools, handbook and many invoices, featured in many magazines, very rare and a fine investment.This car is just breathtaking £49,750

Rolls Royce 20/25 1934. Coachbuilt by Park Ward, finished in masons black over maroon, rear touring trunk with all tools and compartments,side mounted spare wheel, opening windscreen, Lucas king of the road headlamps with superb hide interior and picnic tables to rear as new carpets and head lining, the veneers are highly polished.The underside of the car and floor are excellent with all new spring leather gaiter. Excellent history file containing original bill of sale invoices for work carried out over the years many letters from previous owners dating back many years lots of photographic evidence for work carried out. Last owned by Rolls member and show judge for many years.This very elegant car runs and drives silent as one would expect of this superb example £57,750

Hillman Super Minx Convertible 1963 This very rare model is finished in glacier white with superb cherry red interior with piping, and matching convertible top, original radio, personal number plate, manual transmission, original supplying dealer plaque on dashboard,complete with original tools, handbook, history folder and old MOTs, only 3 owners from new, and only 55,000 miles, excellent restoration thousands spent to bring this car to a high standard, displayed at the N.E.C. classic car show, drives superb. always garaged. Amazing condition and a fine investment £26,500

Jaguar E Type 1970 Roadster finished in totally unmarked Gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, whiteband tyres, spare and tools unused, only two owners from new, lots of bills and history, original hand book, and old Mots, lots of valuation certificates, never seen rain, partial restoration by ourselves to bring this car to the highest of standards, this car must be seen for its condition, the ultimate in E types ... £125,500

Rolls Royce Phantom 11 Sedanca de ville 1934, coach built by the famous Windover, finished in masons black over yellow with brown hide to the chauffeurs compartment and West of England cloth to rear. Occasional seats to rear with glass division, superb highly polished veneers, vanity mirrors, sheepskin over rugs front and rear, touring trunk to rear, twin side mounts, opera lights, Strilux Marshal 12 inch headlamps, opening windscreen. After 50 years dealing in Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is just breath taking, it is the most beautiful looking Rolls we have ever seen and boasts many concourse wins in its time. Winning the Rolls Royce Owners Club concourse touring P 2 trophy. Also the Dudley trophy in 1994. Many other awards in the U.S. Returning to the UK in 1997 she continued her winning ways claiming the RR enthusiast club rally concourse in 2002, with an invite to the Queens Jubilee tribute at Windsor castle. I have a suitcase full of trophys, plaques, rosettes, events, tours, as well as history, original build sheets, also many magazines and videos featuring this magnificent P 2. Starts immediately and drives as it should like new and totally silent. Must be the finest piece of art usable art in the world excellent investment...£275,500

Mercedes 300 SL 1987 Smoke Silver Finished in this breath-taking colour of Smoke Silver with a full cream hide leather interior, this car comes with headrests , hard and soft tops, automatic, power steering, tinted glass all round, luxurious walnut veneer dash, power windows, with the luxury of factory air conditioning, fire extinguisher, immobilizer and alarm system, Stereo system, cruise control, alloy wheels, ABS, over-mats. Comes complete with all tools, this SL is just stunning in every way and very original. Only ever covered 45000 miles from new with every MOT. This car comes with a full Mercedes service history from new, with the original rare service book, comes complete with service invoices. We have never seen a better original example, garaged from new a chance to own a fast appreciating asset and the finest there is. £49,750

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Aston Martin DB6 Vantage Volante
Manual

Aston Martin DB4GT Zagato
Race Car

Aston Martin Works 6.3
Virage Coupe

Aston Martin DB7 Vantage GTS II
Manual

Lamborghini Espada Series 3
Right Hand Drive

Aston Martin Wide Body
Virage Volante

Aston Martin DB2/4 Drophead
Aston Martin DB4 GT LHD
Aston Martin DB4 LHD
Aston Martin DB5 LHD
Aston Martin DB6 Saloon Man RHD
Aston Martin DB6 Volante Man RHD
Aston Martin DB9 Coupe
Aston Martin DB9 Volante
Aston Martin One-77 LHD
Aston Martin Vanquish S LHD
Aston Martin V8 Vantage SWB Volante
Aston Martin V8 Vantage 550 Man
Aston Martin V8 Vantage V600 Man
Aston Martin Virage Volante 6.3
Aston Martin V8 Volante LHD
Aston Martin V8 Volante RHD Man
Aston Martin V8 Vantage Volante LHD
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SALES - SERVICE - RESTORATION

2016 BENTLEY GT V8S. 33,000 MILES. Finished in Stunning Extreme Silver Metallic, Main Hide in Linen and Secondary Hide in Beluga, Piano Black Veneer, Mulliner Driving Specification, V8S Specification, Front and Rear Parking Sensors, Reverse Camera, 21" 7 Spoke Black Limited Edition Alloy Wheels, Pirelli P Zero Tyres, FSH. **£54,950**

2006 BENTLEY GT. 37,000 MILES.

Finished in Diamond Black, Main and Secondary Hide in Beluga, Piano Black Veneer Throughout, Diamond Stitched Seats with Bentley Embossed to all Seats, Fantastic Service History, Pirelli P Zero Tyres, 3 Keys, Must Be Seen.

£21,950

2004 BENTLEY GT. 67,000 MILES

Finished in Stunning Diamond Black with Main Hide in Saffron and Secondary Hide in Beluga, Beluga Carpets, Burr Walnut Veneer, Upgraded Bluetooth Kit, 19" Multi Spoke 2 Piece Alloy Wheels Finished in Silver, Large History File, We Have Personally Known the Vehicle for Over 13 Years.

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2011 BENTLEY GTC SPEED. 54,000 MILES.

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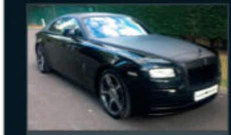

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BENTLEY CONTINENTAL S1 1958, 32000 miles, RHD, Automatic, HJ Mulliner Fastback, mileage not confirmed, PAS, fabulous car in lovely condition, original leather, one owner 1993-2019, loads of character, drives well. www.realcar.co.uk (T). **£295000** Gwynedd (T) Tel:01248602649

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BENTLEY CONTINENTAL T 1997, 65000 miles, RHD, Automatic, Wide Bodied, very rare car, Black Sapphire, 18 inch 5 spoke alloy wheels, been maintained to the highest standard regardless of cost, immaculate condition throughout. www.hanwells.net (T). **£82950** London (T) Tel:02085679729

BENTLEY CONTINENTAL GT 2015, 33000 miles, RHD, Automatic, V8 S Mulliner, finished in special order stunning Candy Red, 21 inch seven spoke polished alloy wheels, Limited Black Edition and Sports exhaust, full history, must be seen. www.hanwells.ne (T). **£49995** London (T) Tel:02085679729

BUICK RIVIERA 1965, 64000 miles, LHD, Automatic, Fantastic opportunity to own this classic. Very good condition throughout. Full bare metal strip and repaint in 2018. All windows/lights/indicators work. Turns heads. **£35500** Essex Tel:07836329939

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CALTHORPE 10HP 1921, 177000 miles, RHD, Manual, Birmingham manufactured in 1960. 1st owner an IOM doctor with some history. Brought back to Birmingham and complete rebuild, remains in very good condition. Runs and drives well, comes with trailer. **£17500** Shropshire (T) Tel:01691780790

CATERHAM SEVEN 1985, 50588 miles, RHD, Manual, Yellow Caterham 7 with a Lotus twin-cam engine 1588cc, the same owner for 23 years, large history file, half hood (soft bits for Sevens), original full hood and luggage rack for touring. **£22000** Devon Tel:07527384292

CATERHAM SEVEN 2015, 304 miles, RHD, Manual, 160, 1 owner from new, Red, genuine mileage from new (MoT to prove), approx £5000 of extras plus brand new tonneau (cover never used) worth £250, on SORN, 660c with turbo, call after 6pm, ono. **£36000** Greater Manchester Tel:01204578543

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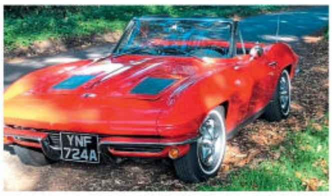

CHEVROLET CORVETTE 1963, 110000 miles, LHD, Manual, Absolutely stunning with unmarked paint, glass, chrome and interior, very reliable and in 14 years has never let me down, very clean underneath and the engine bay, so much fun, full MoT yearly. **£57500** Oxfordshire Tel:07599894191

DATSUN 240Z 1971, 55163 miles, LHD, Manual, After 23 years of satisfying ownership itís time for someone else to enjoy this fine example, been carefully looked after by me since arriving in Europe from San Diego, history file, various parts. **£45000** Kent Tel:00393477786326

FORD GT 40 1992, 5629 miles, RHD, Manual, Finished in classic White with Blue stripes, twin Aluminium fuel fillers, Aluminium grills. Classic Black GT40 style seats with Black carpets, air conditioning. www.totalheadturners.com (T) **£74995** Essex (T) Tel:07711630348

JAGUAR E-TYPE 1969, 500 miles, LHD, Manual, 2+2, gleaming unmarked Masons Black, Light Beige hide interior, sparkling chrome wire wheels, lots of history, recent concourse winner/winner of many shows, trophies. www.peterjarvis.net (T). **£125750** Kent (T) Tel:07836250222

CHEVROLET CORVETTE 1974, 82000 miles, LHD, Manual, 1 previous owner plus importing dealer, excellent condition, very sound, benefitting from large amount of documented mechanical work and refurbishment, matching numbers. **£17000** Northamptonshire Tel:07712768311

FERRARI 348 1993, 36300 miles, RHD, Manual, TB, beautifully presented example, in dry storage since 2007 and only driven a few times since, recently had all belts replaced by a Ferrari specialist, UK registered, please call or WhatsApp, ono. **£55000** Meath Tel:00353862554087

GINETTA G15 1971, 4330 miles, RHD, Manual, With BMW K1100 engine producing 100 BHP, rebuilt 5 years ago, body off restoration, all new or refurbished components, absolutely nothing needs doing on it just drive it away. **£10750** Wiltshire Tel:01794884555

JAGUAR E-TYPE 1969, 500 miles, LHD, Manual, 2+2, gleaming unmarked Masons Black, Light Beige hide interior, sparkling chrome wire wheels, lots of history, only 500 miles since restoration, recent concourse winner. www.peterjarvis.net (T). **£125750** Kent (T) Tel:07836250222

CITROEN TYPE H 1975, 42378 miles, RHD, Manual, Refurbished catering van, built in Paris France as a Police people pickup, been fully renovated keeping to original design including chassis and roof, outside appearance authentic incl appliances. **£30000** Isle of Wight Tel:07957427182

FORD CONSUL 1953, 98000 miles, RHD, Manual, Very rare, beautiful condition, original interior, advertised for a friend, please ring for further information. **£10950** South Yorkshire Tel:07761056655

HILLMAN SUPER MINX 1963, 55000 miles, RHD, Manual, Convertible, very rare, finished in Glacier White with superb Cherry Red interior, personal number plate, history folder and old MoT's, 3 owners from new, thousands spent. www.peterjarvis.net (T). **£26500** Kent (T) Tel:07836250222

JAGUAR E-TYPE 1971, 4567 miles, RHD, Automatic, Unmarked gleaming signal Red with Black hide interior, sparkling chrome wire wheels with White side tyres, tinted glass, stereo system, power steering, mileaged not confirmed. www.peterjarvis.net (T) **£86500** Kent (T) Tel:07836250222

DAIMLER SOVEREIGN 1967, 1 miles, RHD, Automatic, Golden sand with cherry Red hide interior, automatic, power steering, badge bar, chrome wire wheels, stereo, drives excellent, very rare, Milage unknown. www.peterjarvis.net (T) **£36750** Kent (T) Tel:07836250222

FORD ZEPHYR 1955, 2345 miles, RHD, Manual, Dorchester Grey, Maroon soft top/hood cover, matching interior and carpets, period radio, sun visor, Pillar spotlight, badge bar, twin spots, stunning. Mileage not confirmed. www.peterjarvis.net (T) **£49750** Kent (T) Tel:07836250222

HONDA S2000 2005, 64000 miles, RHD, Manual, 2 owners, full Honda service history, new MOT June 25, leather, electric hood, recent new quality hood, garaged over Winter, private number plate included, reliable fun future classic. **£13700** Kent Tel:07443436568

JAGUAR E-TYPE 1973, 82665 miles, RHD, Automatic, Tax/MoT exempt. Black soft top and rare Black hard top included. Gleaming wire wheels. Original Black full leather interior. Fully documented (all bills). Matching numbers & Heritage Certificate. **£75950** Hampshire Tel:07971048682

DAIMLER SOVEREIGN 1976, 5000 miles, RHD, Manual, Coupe, manual/overdrive, very rare, all parts still available via SNG Barrett etc, Heritage Certificate, owned 5 years, bare metal rebuild 2019, approx £20,00 worth of receipts, all new parts, ono. **£24950** Staffordshire Tel:07970497288

FORD MUSTANG 1971, 33000 miles, RHD, Manual, Owned the car for just over 10 years, spent over £2,000 on maintaining the car (many of these receipts are available), in good usable condition, 54 year old car now, featured in a mag in April 2020. **£20750** Suffolk Tel:07592694078

JAGUAR XK150 1959, 21116 miles, RHD, Manual, Reluctant sale, in British Racing Green with Tan leather seats, Green hood and cover. The owner (my son) is shortly moving to Cornwall. Beautiful car, been well looked after, a pleasure to drive. **£72500** Nottinghamshire Tel:07970285668

JAGUAR SS 1985, 4567 miles, RHD, Manual, SS100, British Racing Green with Beige hide interior, headrests, radio, CD player, powered by the popular Jaguar 4.2 engine with triple carbs. Mileage not confirmed. www.peterjarvis.net (T) **£85750** Kent (T) Tel:07836250222

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FORD CORTINA 1971, 32000 miles, RHD, Manual, GXL, original miles, not messed about with, rare 1-6 pinto engine, most desirable colour, excellent condition throughout. **£16995** East Sussex Tel:07885298529

JAGUAR MARK 2 1961, 59000 miles, RHD, Manual, Factory 3.8, built to full Coombs spec, Dark Opalescent Blue, large history file, showing 4 former keepers (1 owner for 43 years), heritage certificate, original complete toolkit and jack. **£32500** London Tel:02082884225

JAGUAR XJS 1988, 35200 miles, RHD, Manual, Lovely, very low mileage car, in original condition, purchased in 2020, had a professional survey carried out which showed the car to be rust and fault free, stored in heated garage **£16995** Essex Tel:07956602154

JAGUAR XJS 1994, 76078 miles, LHD, Automatic, Rare model. LHD, so ideal for using in Europe. Full MoT on sale of car. Purchased in Miami and used at our home in Florida then we brought it to UK, so excellent body due to climate. Call me for info. **£15950** West Yorkshire Tel:07831622190

JAGUAR XK8 2003, 51000 miles, RHD, Automatic, 4.2-litre convertible grand tourer in great condition. Please call for further details. **£10000** Buckinghamshire Tel:07946377504

JAGUAR XK8 2004, 52800 miles, RHD, Automatic, MoT Sept 2026 (no advisories), in beautiful Carnival Red, Ivory leather interior, FSH, in superb condition inside/out, engine runs, sounds like a dream, price reduced for quick sale. **£10000** Argyll Tel:01866833168

JEEP WRANGLER 1998, 43000 miles, RHD, Manual, Exceptionally low mileage, pristine condition, showroom-quality, meticulously cared for, recent upgrades, rare gem, Japanese import, looks and drives like it just rolled off the lot. **£12000** West Midlands Tel:07899154192

LAND ROVER SERIES I 1954, 60000 miles, RHD, Manual, SWB petrol, reluctant sale, A1 condition, owned and garaged 50 years, well maintained, V5 plus history, many parts, spare engine and gearbox. **£20000** Kirkcudbrightshire Tel:07377262147

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LAND ROVER SERIES III 1984, 32000 miles, RHD, Manual, This example has benefitted from the following recent work, new front exhaust, new ignition barrel, new battery, new glow plugs, fan belt, new master cylinder, etc. www.winchesterautobarn.com (T) **£17450** Hampshire (T) Tel:01962677776

LAND ROVER DEFENDER 1984, 261 miles, RHD, Manual, 3.5 V8 110, Reviver Design, full canvas roof with removable roll cage, fully integrated, discreet bluetooth audio system, seatbelts for 8 passengers. www.winchesterautobarn.com (t). **£75950** Hampshire (T) Tel:01962677776

LAND ROVER DEFENDER 1996, 108000 miles, RHD, Manual, 110 County, rare, very reliable and driven regularly, new radiator, new battery, MoT until June 2026, 3 seater in front - no rear seats, steel wheels shot plaster and powder coated, head turner. **£16900** Ayrshire Tel:07825340847

LAND ROVER 90 2004, 197700 miles, RHD, Manual, Classic, ready for adventure. A true British icon, well loved and cherished as a weekend warrior. Used regularly (not daily). Recent service history, ready to go. **£15495** London Tel:07769507243

LOTUS ELAN 1971, 42000 miles, LHD, Manual, Series 4, dismantled for restoration, good original chassis in very good condition, requires minor repairs, will be very simple to convert to RHD, all UK taxes have been paid and it comes with a V5C. **£12000** Suffolk Tel:07787128736

LOTUS ELAN 1972, 42000 miles, RHD, Manual, +2 S130, Yellow, Silver metal flake roof, fully rebuilt 2013-2015, new Lotus galvanised chassis, 5 speed g/box conversion, new interior, walnut dash, driveshaft conversion. **£30000** Cambridgeshire Tel:07432486511

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1930	**AUSTIN** 7 Super charged 2-seat special, road/race, 61 bhp	£24,000
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1931	**ALVIS** 12/60 TK Beetleback	£32,000
1931	**AUSTIN** 7 Ulster Special, full race eng. track or road	£20,000
1931	**M.G.** 18/80 Mk I Speed Model	£70,000
1932	**ALVIS** 12/50 TJ 2-seat & dickey	£26,995
1932	**AUSTIN** 16/6 2-seat & dickey by Salmson, Overdrive fitted	£27,500
1932	**RILEY** 9 Gamecock	£27,500
1932	**RILEY** 9 Holbrook tourer, twin carb., rebuilt engine	£24,500
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1932	**RILEY** 9 2-seat special project, with V5	£14,500
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1933	**SUNBEAM** 18.2 Saloon	£20,500
1933	**AUSTIN** 18/6 Carlton saloon	£12,000
1934	**LAGONDA** Rapier tourer by Abbott, restored.	£44,000
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1934	**M.G.** PA Midget 2-seat sports, super history, total restoration	£32,000
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1935	**TRIUMPH** Gloria Vitesse saloon, 2-litre, 6-cylinder	£27,500
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1936	**ALVIS** Speed 20 Saloon	£29,750
1936	**MORRIS** 8 Light Van	£12,950
1936	**AUSTIN** 7 Speedex 750	£17,000
1937	**AUSTIN** 7 Cambridge Special, new ‘Pigsty’ engine	£15,500
1937	**AUSTIN** 10 Cambridge saloon	£6,000
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1948	**M.G.** TC	£22,000
1949	**BENTLEY** Mk VI Drop-head coupe by Park Ward	£99,900
1949	**ALVIS** TA14 4-door saloon, restored.	£14,000
1951	**ALVIS** TA21 Drop Head Coupe by Tickford	£32,000
1952	**JOWETT** Jupiter 2-seat Sports	£19,750
1952	**ARMSTRONG SIDDELEY** 18 hp Whitley Saloon	£12,000
1953	**JAGUAR** XK120 Roadster, Aluminium body, 3.8, 5-speed gearbox	£105,000
1953	**M.G.** TD, one owner 53 year	£16,750
1957	**M.G.** A 1500	£20,000
1958	**M.G.** A race prepared, 150bhp	£26,500
1958	**M.G.** A 1500 roadster, B engine, 5-speed box, restored.	£25,000
1958	**TRIUMPH** TR3A, Very fast, race spec.	£24,000
1958	**TURNER** 950S Sports racing car, registered for the road.	£20,500
1959	**AUSTIN** A35 road/race	£16,500
1959	**AUSTIN** A40 Farina, low miles	£8,500
1960	**RENAULT** 4CV 4-door saloon	£10,000
1960	**M.G.** A Roadster, 5-speed box, UK car	£22,500
1961	**ALVIS** TD21 Automatic Saloon	£29,500
1961	**FORD** Anglia Rally car, fitted 1500 Cortina GT engine	£16,500
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1965	**ALVIS** TE21 Saloon, 5-speed ZF gearbox, power steering.	£27,000
1967	**MINI** Cooper S race car, 998cc short stroke, HTP papers	£55,000
1968	**DAIMLER** Majestic Major, 4.6 V8, Auto.	£15,000
1970	**TRIUMPH** Vitesse 2-seat special	£8,000
1972	**MORRIS** 1300 Estate	£6,500
1973	**JENSEN HEALEY** MkI 2-seat sports	£11,500
1973	**MERCEDES BENZ** 450SL	£5,000
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MERCEDES-BENZ 220 1957, 56000 miles, RHD, Manual, S Ponton Cabriolet, mileage not cofirmed, superbly finished in Black, Red leather, new hood, one of only 20 RHD, impressive restoration/history file, MoT'd. www.realcar.co.uk (T) **£110000** Gwynedd (T) Tel:01248602649

MERCEDES-BENZ 280 1985, 23000 miles, RHD, Automatic, SL Convertible, just out of a 15 year hibernation - only out for annual servicing and MoT, history file, never failed an MoT, always garaged, recent service. www.runnymedemotorcompany.com (T). **£29950** London (T) Tel:01753644599

MERCEDES-BENZ E-CLASS 1994, 22400 miles, RHD, Manual, Cobalt (Charcoal) Grey, Cream leather interior, is in fantastic condition, runs really well, new roof about 4 years ago, I am the 3rd owner, all MoT's can be seen online. **£32000** Devon Tel:07733196194

MG TC 1947, 16451 miles, RHD, Manual, Restored 1990s, all matching numbers, unused hood/side screens, refurbed 16" wire wheels, rewired, rebuilt suspension/brakes, always garaged and does not go out in the rain, price ovno. **£24000** West Sussex Tel:07894075533

MERCEDES-BENZ 300 1967, 34185 miles, RHD, Automatic, SE, luxurious interior, great all round visibility, clean and charismatic, really eye catching car, in great condition, enormous paperwork file. www.winchesterautobarn.com (T). **£68950** Hampshire (T) Tel:01962677776

MERCEDES-BENZ SL-CLASS 1986, 73641 miles, RHD, Automatic, Stunning, Cream over Wine Red leather interior simply gorgeous, extensive service invoices, clan HPI report and MoT history, metal hard top, Black foling hood. www.winchesterautobarn.com (T). **£34950** Hampshire (T) Tel:01962677776

MERCEDES-BENZ E-CLASS 1995, 86000 miles, RHD, Automatic, Beautifully finished in Azurite Blue metallic with Black hood, 18 inch AMG Mono Block alloy wheels, a real time warp car, with 20 years of old MoT certificates, MoT until June 2026, FSH. **£12995** Surrey Tel:07798753832

MG TF 1955, 50000 miles, RHD, Manual, 1500, excellent vehicle, maintained by enthusiastic owners during it's life, UK registered vehicle, spent large part of life in California, new tyres and battery, needs new and younger driver now. **£18000** Surrey Tel:07936792615

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MERCEDES-BENZ 420 1987, 108000 miles, RHD, Manual, In good condition, electric windows, heated seats, hard and soft tops, with history file with receipts, tyres as new, wheels unmarked, lovely car, full 12 months MoT certificate. **£26000** Shropshire Tel:07971404108

MERCEDES-BENZ SL-CLASS 1995, 147000 miles, RHD, Manual, 280, R129, in rare Onyx Grey, complete with factory hard top, maintained regardless of cost, just MoT'd, thousands spent by me recently, huge history file from previous owner as well. **£10750** Somerset Tel:07768271305

MG TF 1955, 70300 miles, RHD, Manual, 1500, mileage unknown, immaculate paint, chrome, upholstery. A better example would be hard to find. 5 speed gearbox enhances drivability. Ivory, Red leather upholstery and Tan hood/tonneau. **£29000** Norfolk Tel:01603259713

MERCEDES-BENZ 280 1969, 96500 miles, RHD, Manual, 2.8 litre engine, finished in elegant pale Gold with a luxurious Black leather interior. This classic convertible is in lovely condition, www.winchesterautobarn.com (T) **£124950** Hampshire (T) Tel:01962677776

MERCEDES-BENZ SL-CLASS 1989, 1000200 miles, RHD, Automatic, Beautiful condition, new soft top, new tyres, new fuel pump and filter, new injectors etc, serviced, 4 former keepers, hard top and stand, number plate not included. **£22500** West Yorkshire Tel:07812805544

MERCEDES-BENZ S-CLASS 2019, 8250 miles, RHD, Automatic, 363, 1 owner from new, striking Diamond Silver Metallic, Designo Porcelain and deep sea Blue leather, loaded with Premium packages, Panoramic roof, digital radio. www.ddclassics.com (T) **£86950** London (T) Tel:02088783355

MG A 1958, 99999 miles, RHD, Manual, 1500 Roadster, Iris Blue, 1800 MG B engine, Ford T9 5sp gearbox, no rust, most things replaced over the 50 plus years I have owned it. **£17500** County Durham Tel:01642790009

MERCEDES-BENZ 280 1970, 93000 miles, RHD, Manual, SE 3.5 Convertible, 1 family since 1978, 1 of only 68 example, believed mileage, maintained by the same specialist most of it's life, lovely condition, runs/drives. www.realcar.co.uk (T). **£195000** Gwynedd (T) Tel:01248602649

MERCEDES-BENZ 300 1989, 99000 miles, RHD, Manual, MoT May 2026, offered from long term family ownership of 33 years, supplied with history file and current V5C showing just 3 former keepers, late exmple of the iconic R107. (T) **£29995** Essex (T) Tel:07860879719

MG TC 1946, 5683 miles, RHD, Manual, Good condition, significant restoration undertaken by previous owner around 2016, purchased by us in 2019 from Barry Walker, overhaul of brakes/suspension undertaken this year, mileage not verified. **£24000** Northumberland Tel:07989322186

MG B 1967, 13943 miles, RHD, Manual, Owned by current owner since 2021, previously privately owned and well cared for, nice bodywork, been well restored at some point prior to current ownership, tyres are good. **£10500** Derbyshire Tel:07881782396

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MERCEDES-BENZ 300 1989, 23000 miles, RHD, Automatic, Sports, Astral Silver, with Navy Blue interior and matching soft top, alloys, spare wheel never used, complete with all tools, only one previous owner, service history. www.peterjarvis.net (T). **£59750** Kent (T) Tel:07836250222

MG TC 1947, 16451 miles, RHD, Manual, Restored 1990s, all matching numbers, unused hood/side screens, refurbed 16" wire wheels, rewired, rebuilt suspension and brakes, always garaged and does not go out in the rain, price OVNO. **£24000** West Sussex Tel:07894075533

MINI COOPER 2000, 34000 miles, RHD, Manual, Absolute classic, comes from the last year of Mini production, in lovely condition, White roof and stripes, 3 previous owners, full service history, receipts for work. www.winchesterautobarn.com (T). **£18950** Hampshire (T) Tel:01962677776

MORGAN PLUS 4 1990, 37000 miles, RHD, Manual, Reluctant sale (genuine reason—have another). Totally reliable, lots of extras. Third owner. Just passed MoT. Complete service history. Soon be tax/MoT exempt. **£25000** Devon Tel:07967752831

MORGAN 4/4 1992, 75000 miles, RHD, Manual, Imported from Jersey CI April 2003, professional front end rebuild, gearbox rebuilt late 2015, 5 former owners, purchased from private owner in Nottingham in 2017, MoT to April 2026. **£18500** Hampshire Tel:07903317197

MORRIS J-TYPE 1960, 5000 miles, RHD, Manual, In very good condition, always been garaged. Good running engine. Owned for many years, now reducing collection, I also have another J Type van available. **£22000** Hampshire Tel:07879850533

MORRIS MINOR TRAVELLER 1964, 29132 miles, RHD, Manual, Old English White, Marina 1275 engine, disc brakes, runs and drives well, new Newton commercial front seats, old seats available too, wood solid, paintwork good. **£14000** Norfolk Tel:01263711263

MORRIS MINOR TRAVELLER 1964, 76642 miles, RHD, Manual, 1000, truly charming, presented in excellent condition, being sold due to a lack of storage space, carefully maintained and preserved, mechanically sound, turns head. **£9995** Lincolnshire Tel:01673828965

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PACKARD SUPER EIGHT 1937, 87251 miles, RHD, Manual, Independent front suspension, engine rebuilt by Rolls-Royce specialist. Two-tone Grey with Red leather, new body fitted 2017. Imported to UK 06/01/1937. **£30000** Staffordshire Tel:-1782533105

PARAMOUNT TEN 1956, 45000 miles, RHD, Manual, 4 seater tourer, 1 1/2 litre Roadster, hand built in Leighton Buzzard, very rare car, only 72 built, not sure how many are left, car has Brown leather interior, good hood, VGC, engine and gearbox. **£25000** Hampshire Tel:07879850533

PORSCHE 914 1973, 84939 miles, LHD, Manual, 914/4, it's a great little car, running, driving well, can be either used and enjoyed immediately as is or with a bit of tidying, few little bits sorting out would make a real top quality example. **£18500** West Midlands Tel:07546265082

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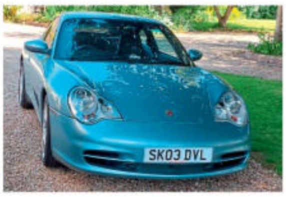
PORSCHE 911 1996, 89940 miles, RHD, Manual, 10, In great condition both cosmetically and mechanically and comes with comprehensive paperwork. Artic Silver with a light Silver Grey, leather interior. www.winchesterautobarn.com (T) **£159950** Hampshire (T) Tel:0196267776



PORSCHE 911 2003, 67900 miles, RHD, Manual, Low-mileage example in Ferrari Blue metallic with full leather interior & factory sunroof. 4 previous owners, SORN in dry storage, will be sold with MoT. **£20000** Aberdeenshire Tel:07526048237

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ROLLS-ROYCE 20/25 1936, 11525 miles, RHD, Manual, Total of 5 previous owners, comes with a current V5c Document, Brown leather interior, Beige interior roof with walnut dashboard, some tools, very good condition under the bonnet, runs well. **£49995** Somerset Tel:07774573030

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[25 Years Ago Today]

Looking back without hindsight

SCOOBYDOER
DAVE RICHARDS

'Ecclestone threw £50m at world rallying'

In January 2001, having captured World Rally Championships as co-driver and team owner, David Richards set his sights on evolving the WRC itself

'Last November I went ahead and sold 49 percent of Prodrive to raise £35m to do something with the World Rally Championship,' then-Subaru rally team boss David Richards told Jeremy Hart in *CAR*'s January 2001 issue. F1 supremo Bernie Ecclestone's tenure in charge of the promotion of the WRC had struggled. As Hart explained, making the WRC television-friendly was Richards' key objective. Ecclestone's big idea – live coverage – had failed thanks to the gaps between cars setting off to tackle the rally stages. Richards had a plan, but insisted, 'Live is the way to go… we can no longer sell history stories.'

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Using the proceeds from a PlayStation rally game, Richards had already created a unit which broadcast direct from the middle of the service parks, and Rally GB was set to be broadcast live. But Richards was even more ambitious. 'Let me paint you a picture of how a stage may be in three or four years' time,' he said. 'A stage may be 20km long. It will take 15 minutes. You will have maybe eight cars on the stage at any one time. There will be a map of the stage on the screen, showing where the cars are. You'll be able to go on board three different camera angles with each of the cars…' With the onset of high-speed broadband, Richards later suggested the WRC could become interactive, with gamers competing virtually alongside the real drivers.

Richards also felt the drivers' personalities needed to come to the fore. 'People want to know about people, not just cars,' he noted. 'Inevitably it can be an intrusion and I'm sure the drivers won't be comfortable with that, but that's what multi-national sports are about.'

The drivers weren't happy about this. Colin McRae quipped, 'If the publicity gets like F1 or football I'll have to pack it in – I'm here because I enjoy driving cars!' Richards himself was also wary of elitism, stating, 'It would be a sad day when a 12-year-old boy could not pedal his bicycle up to watch a special stage without having to buy a ticket.'

So then, what happened? Sadly, Richards' vision was too ambitious for the broadcasters, who proved near-impossible to win round. After threatening Channel 4 with legal action after it broadcast its WRC highlights programmes after midnight against contract, Richards sold the WRC rights to North One Television in 2006, and the WRC has remained stuck with only highlights packages ever since, despite today's technology, struggling with low viewing figures. As time passes, it increasingly looks as though Richards was right all along.

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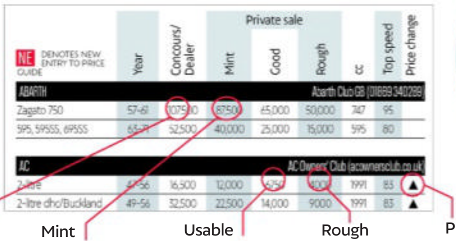
Price Guide

Our quarterly guide brings you freshly updated prices for 1400-plus classics

WHAT'S IT WORTH?

Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, and scour auction results to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

USING THE GUIDE



NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ABARTH Abarth Club GB (01869 340289)								
Zagato 750	57-61	107500	87500	65,000	50,000	747	95	
595, 595SS, 695SS	63-71	52,500	40,000	25,000	15,000	595	80	
AC AC Owners' Club (acownersclub.co.uk)								
2-litre	47-56	16,500	12,000	6750	4000	1991	83	▲
2-litre dhc/Buckland	49-56	32,500	22,500	14,000	9000	1991	83	▲

Concours/ Dealer
If you can afford it, do it. This is what to pay for a top-notch example; also a good guide to concours value

Mint
Shiny and bright, but not concours condition. Any defects should be small. You'll get a fine example for this money

Usable
Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

Rough
In reality a project car in need of much care and expense, even though it may still run and drive

Price change
At-a-glance indicator showing the market trend of the latest updates

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NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ABARTH Abarth Club GB (01869 340289)								
Zagato 750	57-61	92,500	62,500	47,500	37,500	747	95	
595, 595SS, 695SS	63-71	50,000	40,000	25,000	14,500	595	80	
AC AC Owners' Club (acownersclub.co.uk)								
2-litre	47-56	16,500	12,000	6750	4000	1991	83	
2-litre dhc/Buckland	49-56	32,500	22,500	12,500	7500	1991	83	
Ace (AC engine)	54-63	265,000	200,000	150,000	100,000	1991	102	
Ace-Bristol/-Ford	56-63	290,000	230,000	170,000	110,000	1971	118	
Aceca-AC	54-63	115,000	88,000	66,500	46,500	1991	104	
Aceca-Bristol	56-63	150,000	110,000	77,500	50,000	1971	128	
Greyhound	59-63	74,000	56,000	36,000	21,000	1971	107	
Cobra MkI/MkII/289	62-69	950,000	750,000	575,000	475,000	4727	138	
Cobra 427	65-67	1.1m	900,000	700,000	575,000	6998	145	
428 cpe	67-73	160,000	120,000	80,000	55,000	7014	143	
428 con	67-73	200,000	150,000	100,000	70,000	7014	143	
3000 ME	79-84	22,500	15,000	8500	5000	2994	125	
Cobra MkIV	83-92	110,000	90,000	65,000	45,000	4942	134	
Ace Brooklands	93-00	26,500	21,500	16,000	8500	4942	140	
ALFA ROMEO Alfa Romeo Owners' Club (01787 249285)								
6C 1750 GS Zagato	30-33	1.8m	1.3m	1.1m	950,000	1754	95	
6C 2300 Touring	33-37	950,000	750,000	600,000	400,000	2309	94	
1900C Sprint	51-55	190,000	145,000	100,000	65,000	1884	112	
1900C Super Sprint	55-58	220,000	170,000	112,500	72,500	1975	112	
Giulietta berlina	55-62	18,000	13,000	6750	3500	1290	90	
Giulietta ti	57-64	24,000	17,500	8250	4000	1290	103	
Giulietta/Giulia Sprint	55-64	56,500	42,000	25,000	15,000	1290	110	
Giulietta/Giulia Spider	55-65	72,500	50,000	30,000	17,500	1570	108	
Giulietta, Giulia SS	57-66	90,000	65,000	48,000	32,000	1570	120	
2000/2600 Spider	58-65	100,000	75,000	46,500	22,500	2584	124	
2600 Sprint	62-66	36,500	26,500	16,000	8000	2584	125	
SZ-1	60-62	400,000	300,000	240,000	180,000	1290	120	
TZ-1	63-65	925,000	800,000	650,000	400,000	1570	124	
Giulia Ti/Super	62-74	25,000	18,000	8500	4250	1570	105	
1750/2000 Berlina	68-76	16,000	11,000	5000	2000	1962	115	
Giulia Sprint GT/Vel.	63-68	38,000	28,000	18,500	10,000	1570	112	
Giulia GTA 1300/1600	65-71	260,000	205,000	160,000	110,000	1570	115	
GT Junior	66-77	33,000	24,500	13,000	6000	1570	115	
1750GTV	67-72	44,000	33,000	16,000	7500	1962	118	
2000GTV	71-77	40,000	30,000	15,000	6500	1962	118	
1300/1600 Junior Z	70-75	46,000	36,000	20,000	11,000	1290	110	
Duetto/1750 r,tail	66-69	50,000	37,500	24,000	12,000	1570	113	
Spider S2	69-82	25,000	17,000	8000	3000	1962	119	
Spider S3	82-89	13,000	8250	3600	1650	1962	114	
Spider S4	89-93	15,250	10,500	5000	2400	1962	114	
Montreal	70-77	67,500	47,500	30,000	20,000	2593	132	
Alfasud/Alfasud Ti	72-83	10,000	7000	3000	1100	1286	103	
Alfasud Sprint	76-90	12,000	8750	3750	1350	1490	104	
GTV 2000	76-87	17,000	11,500	5250	2000	1962	118	
GTV6	81-87	24,000	15,500	7000	2850	2492	130	
75 sal	86-92	10,750	7750	3000	1400	2959	135	
164 2.0 TS	88-98	6750	4750	2000	900	1962	130	
164 3.0 V6	88-98	9250	5750	2500	1200	2959	147	
SZ/RZ	89-94	75,000	52,500	36,500	24,000	2959	153	
155	92-97	6500	4000	2000	1000	2498	140	
Spider 2.0 TS	96-02	5400	3500	1500	600	1970	131	
GTV 2.0 TS	96-02	4350	2250	1000	400	1970	134	
GTV 3.0 V6	98-02	6500	4000	1600	650	2959	148	
GTV V6 Cup	01-02	15,000	11,000	5500	2750	2959	148	
166	98-07	5950	3950	1750	750	2959	144	
147 GTA	03-04	15,000	10,000	6500	4000	3179	50	
ALLARD								
K1	46-50	75,000	55,000	36,000	25,000	3622	100	▼
K2	50-53	85,000	65,000	47,500	33,000	3917	102	▼
K3	52-54	95,000	75,000	57,500	40,000	4375	96	▼
L/M	46-53	47,500	32,500	20,000	13,500	3622	86	
P	49-52	43,000	30,000	17,000	10,000	3622	90	
J2/J2X	50-54	290,000	205,000	135,000	90,000	4375	130	
ALPINE-RENAULT Club Alpine-Renault (clubalpinerenault.org.uk)								
A110	65-77	80,000	60,000	37,500	27,500	1565	115	
A310 1600	74-77	30,000	21,000	15,000	9500	1605	130	
A310 V6	77-86	34,000	24,000	16,500	10,500	2664	137	
GTA	85-91	16,000	12,000	6500	2750	2849	139	
GTA Turbo	85-91	18,500	14,000	8000	3400	2458	149	
ALVIS Alvis Owner Club (alvisoc.org); Alvis Register (alvisregister.co.uk)								
Speed 20 Tourer	32-36	115,000	90,000	65,000	44,000	2762	90	▼
Speed 25 Tourer	37-40	150,000	115,000	80,000	50,000	3571	85	▼
4.3 Litre Tourer	37-39	140,000	110,000	75,000	47,500	4387	100	▼
TA14	46-50	16,000	11,000	6000	3250	1892	72	
TA14 convertible	46-50	32,000	24,000	13,500	6750	1892	72	
TA21/TC21	50-54	20,000	15,000	9500	4750	2993	95	
TA21/TC21 con	50-53	52,000	30,000	16,500	10,000	2993	95	
TC21/100	53-55	30,000	20,000	11,500	5750	2993	100	
TC21/100 con	53-55	56,000	36,000	18,500	12,000	2993	100	
TD21	56-63	30,500	22,500	12,500	6500	2993	104	
TD21 convertible	56-63	76,000	52,000	30,000	17,000	2993	102	
TE/TF21	63-67	39,000	28,000	17,000	10,000	2993	110	
TE/TF convertible	63-67	90,000	65,000	42,000	25,000	2993	107	
AMPHICAR IAOC (amphicar.com)								
770	61-65	65,000	45,000	26,500	16,000	1147	70	
ARMSTRONG SIDDELEY Armstrong Siddeley Owners' Club (01225 723809)								
Lancaster	46-52	12,500	8500	4400	2200	1991	70	
Hurricane dhc	46-53	20,000	13,000	8000	5000	1991	70	
Typhoon coupé	46-50	15,000	10,000	6250	3750	1991	70	
Whitley	50-53	14,500	9500	4750	2500	2309	85	
Sapphire	53-59	16,400	12,750	6250	3250	3435	100	
Star Sapphire	58-60	20,250	15,500	8000	3500	3990	104	
ASTON MARTIN Aston Martin Owners' Club (01865 400400)								
DB2	50-53	197,500	150,000	100,000	57,500	2580	110	▼
DB2 con	51-53	300,000	240,000	170,000	105,000	2580	109	▼
DB2/4 MkI/II	53-57	160,000	110,000	80,000	49,000	2580	120	▼
DB2/4 con	53-57	230,000	180,000	140,000	95,000	2580	120	▼
DB3S	53-56	5.1m	4.75m	4.25m	3.8m	2922	145	
DB MkIII	57-59	190,000	145,000	100,000	55,000	2922	120	▼
DB MkIII con	57-59	300,000	225,000	180,000	135,000	2922	120	▼
DB4	58-63	390,000	320,000	240,000	175,000	3670	141	
DB4 Vantage	61-63	450,000	375,000	310,000	240,000	3670	149	
DB4 con	61-63	700,000	600,000	500,000	425,000	3670	140	
DB4 GT	60-63	1.9m	1.65m	1.4m	1.1m	3670	155	▲
DB4 GT Zagato	60-63	7.75m	7.25m	6.6m	6.25m	3670	154	
DB5	63-65	625,000	525,000	375,000	275,000	3995	143	
DB5 con	63-66	1.2m	1m	650,000	490,000	3995	141	
DB6	65-70	240,000	190,000	140,000	100,000	3995	140	
DB6 Vantage	66-69	300,000	240,000	175,000	130,000	3995	148	
DB6 Volante	66-70	600,000	525,000	395,000	315,000	3995	145	
DBS 6/V8	67-72	110,000	75,000	44,000	22,500	5340	162	
DBS 6 Vantage	72-73	112,500	85,000	54,000	34,000	3995	149	
V8	72-90	95,000	70,000	45,000	26,500	5340	147	
V8 Vantage	77-89	250,000	200,000	150,000	95,000	5340	168	
V8 Volante	78-90	175,000	130,000	82,500	47,500	5340	130	
V8 Vantage Volante	86-89	240,000	190,000	125,000	70,000	5340	162	
Zagato	86-87	225,000	175,000	120,000	80,000	5340	180	
Virage	89-96	47,500	35,000	19,500	10,000	5340	158	
Virage Volante	92-96	65,000	44,000	31,500	22,000	5340	157	
V8 Vantage	93-00	180,000	145,000	110,000	70,000	5340	186	
V8 Coupé	96-99	62,500	50,000	34,000	25,000	5340	155	
Vantage V600	98-00	230,000	185,000	140,000	90,000	5340	200	
DB7	94-99	22,500	17,500	11,250	6750	3239	157	
DB7 Volante	96-99	27,000	21,500	15,000	10,000	3239	155	
DB7 Vantage	99-03	25,000	19,750	13,000	7250	5935	185	
DB7 Vantage Volante	99-03	28,000	22,000	16,000	10,500	5935	165	
DB7 GT/GTA	02-03	40,000	30,000	22,000	16,500	5935	185	
DB7 Zagato	03	220,000	175,000	130,000	n/a	5935	190	
Vanquish	01-04	44,000	37,500	32,000	26,500	5935	190	
DB9	04-08	30,000	24,000	17,000	11,250	5935	186	▼
V8 Vantage 4.3	05-08	29,500	24,000	17,500	13,250	4280	175	
AUDI Audi Owners' Club (audiownersclub.com)								
100 1.8/1.9 sal	68-76	8000	5750	2750	1250	1871	109	
100S Coupé	69-76	19,500	15,000	7500	3750	1871	112	
Quattro turbo	80-89	50,000	36,500	22,000	12,000	2144	135	
Quattro 20V	89-91	80,000	60,000	37,500	22,000	2226	142	
Quattro Sport	84-85	420,000	330,000	250,000	n/a	2133	154	
Coupé Quattro	84-88	14,500	10,750	5000	2000	2226	125	
RS2 Avant	94-95	60,000	45,000	33,000	20,000	2226	162	
Quattro S2	90-96	19,500	13,500	7000	3600	2226	147	
TT	98-06	6250	4400	1500	550	1781	145	
S3 Quattro	99-03	7000	5200	2500	1300	1781	148	
S4 Quattro	98-02	8000	6000	3500	2500	2771	153	
AUSTIN pwa7c.co.uk; austincounties.org.uk; britishminiclub.co.uk								
Seven saloon	30-34	10,000	8000	4500	2200	747	50	
Seven Chummy	25-34	20,000	16,000	9500	5200	747	50	
Seven 65/Nippy	33-37	25,000	18,500	10,500	6750	747	60	
Seven Ruby saloon	34-39	9000	7000	3900	1900	747	53	
A40 Devon/Dorset	47-52	8000	5400	2400	1200	1200	76	
A90 Atlantic con	49-50	27,000	17,000	10,500	5500	2660	92	
A90 Atlantic coupé	50-52	18,000	13,000	8000	3850	2660	92	
A40 Sports	50-53	17,500	12,500	6750	4000	1200	80	
A40 Somerset	52-54	6500	4400	2000	1000	1200	72	
Metropolitan	54-61	16,000	11,000	5500	2500	1489	78	
A30/A35	51-59	8000	5500	2400	1000	948	75	
A40, A50, A55	53-59	7000	4850	2250	1100	1200	70	
A55/A60 Cambridge	59-69	8000	5500	2400	1100	1622	78	
A90, A95, A105	54-59	10,000	7250	3000	1400	2639	91	
A40 Farina	58-67	7750	5500	2200	800	1098	82	
A99/A110	59-68	10,500	7250	3300	1400	2912	102	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
1100/1300	63-74	5000	3250	1400	700	1098	85	
1300GT	69-74	9500	6750	3000	1400	1275	96	
3-litre	68-71	9500	6500	3000	1600	2912	106	
1800/2200	64-75	7000	4500	2000	900	1798	96	▼
Maxi	69-79	5500	3700	1600	750	1748	101	
Allegro 1100-1500	73-82	3500	2600	1250	550	1275	87	
Allegro 1750/Sport TC	73-75	4500	3400	1750	850	1748	104	
Seven/Mini MkI	59	25,000	20,000	15,000	12,000	848	71	
Mini MkI	60-67	16,500	12,000	6000	3400	848	71	
Mini MkII	67-69	12,000	8500	4250	1950	998	79	
Mini MkIII-V	70-90	8750	6500	3500	1400	998	82	
Mini Cooper 997/998	61-69	27,500	19,500	11,000	6000	998	90	
Mini Cooper 1071S	63-64	39,500	30,000	20,000	14,000	1071	95	
Mini Cooper 970S	64-65	42,500	32,000	21,000	14,500	970	82	
Mini Cooper 1275S	64-67	39,000	29,500	19,500	13,500	1275	96	
Mini C'r 1275S MkII/III	67-71	33,000	23,500	14,500	9500	1275	96	
Mini Moke	64-85	23,000	15,000	7750	4250	998	70	
Mini 1275GT	69-80	19,000	13,500	6250	2650	1275	89	
Mini Clubman	70-80	8000	5500	2750	1400	1098	82	
AUSTIN-HEALEY	Austin-Healey Club (austin-healeyclub.com)							
100 BN1/2	53-56	60,000	42,000	27,000	18,500	2660	103	
100M	55-56	100,000	85,000	56,000	40,000	2660	109	
100S	55	535,000	460,000	385,000	330,000	2660	119	
100/6 BN4/6	56-59	52,500	36,500	21,000	13,000	2639	105	
3000 MkI	59-61	52,000	37,500	23,000	13,500	2912	112	
3000 MkII	61-64	60,000	40,000	26,000	17,000	2912	117	
3000 MkIII	64-68	63,000	42,000	27,500	18,000	2912	121	
'Frogeye' Sprite MkI	58-61	18,000	12,000	7250	4000	948	82	
Sprite MkII	61-64	13,250	9000	4250	1900	998	86	
Sprite MkIII	64-66	12,250	8000	3750	1650	1098	90	
Sprite MkIV	66-71	12,000	8000	3500	1350	1275	96	
AUTOBIANCHI	(autobianchiregister.com)							
Bianchina Trans/Cab	57-68	25,000	19,500	13,500	7250	499	68	
BENTLEY	Bentley Drivers' Club (01295 738886)							
3-litre Tourer	22-25	350,000	240,000	160,000	100,000	2996	80	
4.5-litre Tourer	27-31	800,000	600,000	400,000	300,000	4398	92	
6.5 Litre Speed Six	28-30	1,9m	1.6m	1.3m	1.1m	6597	86	
4.5 Litre 'Blower'	29-31	11.25m	7.85m	4.6m	2.75m	4398	98	
8 Litre	29-31	1.3m	975,000	675,000	475,000	7982	101	
Derby 3.5 Park Ward	33-37	100,000	70,000	37,500	18,000	3669	91	▼
Derby 3.5 coachbuilt	33-37	170,000	115,000	50,000	30,000	3669	91	▼
Derby 4.25 PW	36-39	110,000	76,000	40,000	20,000	4257	96	▼
Derby 4.25 coachbuilt	36-39	185,000	125,000	60,000	32,500	4257	96	▼
MkVI 4.3/4.6-litre	46-52	37,500	26,500	13,000	6000	4566	100	
MkVI con	51-52	105,000	82,500	42,500	26,500	4566	100	
R-type saloon	52-55	42,500	29,500	16,500	8000	4566	106	
Coachbuilt con	52-55	145,000	110,000	60,000	30,000	4566	106	
R-type Continental	52-55	700,000	560,000	440,000	300,000	4566	115	
S1 saloon	55-59	37,500	26,500	14,000	6750	4887	101	
S1 Cont Mulliner	55-59	365,000	260,000	175,000	135,000	4887	115	
S1 Cont PW coupé	55-59	275,000	195,000	130,000	100,000	4887	114	
S1 Cont P Ward con	55-59	575,000	390,000	265,000	195,000	4887	114	
S2 saloon	59-62	45,000	30,000	15,000	7000	4887	101	
S2 Cont Mulliner	59-62	250,000	175,000	105,000	70,000	6230	115	
S2 Park Ward con	59-62	315,000	210,000	125,000	72,500	6230	115	
S2 Flying Spur 4dr	59-62	167,500	130,000	67,500	48,500	6230	120	
S3 saloon	62-65	48,500	33,000	18,500	8900	6230	116	▼
S3 MPW 2dr coupé	62-65	210,000	160,000	72,500	45,000	6230	120	
S3 MPW con	62-65	250,000	170,000	110,000	65,000	6230	116	
S3 Flying Spur 4dr	62-65	170,000	120,000	73,500	48,500	6230	118	
T1 saloon	65-76	20,000	14,250	6500	2500	6750	120	
T2 saloon	77-80	18,000	13,500	6000	2250	6750	120	
MPW/Corniche cpé	66-80	50,000	35,000	18,000	9000	6750	120	
MPW/Corniche conv	67-85	70,000	48,500	27,000	16.500	6750	118	
Mulsanne/Eight	80-92	13,000	10,000	4750	2000	6750	119	
Mulsanne Turbo	82-86	14,000	10,500	5000	2250	6750	135	
Turbo R/RL	85-97	16,000	11,500	5500	2200	6750	135	
Turbo RT	95-97	22,000	15,500	10,000	5000	6750	152	
Continental con	84-94	72,500	55,000	36,000	22,000	6750	140	
Continental R	91-02	38,500	32,500	22,500	17,000	6750	151	
Continental T	96-02	62,500	52,500	36,000	29,000	6750	175	
Brooklands	92-98	15,750	11,200	7500	4400	6750	140	
Azure	95-03	55,000	44,000	36,000	27,000	6750	150	
BERKELEY	Berkeley Enthusiasts' Club (berkeleycarclub.com)							
Sports SA322/SE328	56-58	9000	6250	3650	2400	328	65	
Sports SE492	58-59	12,000	7000	3750	2500	492	80	
B95/B105	59-61	12,500	7250	4000	2600	692	90	
T60 3-wheeler	59-61	8250	5500	3400	2000	328	60	
BIZZARRINI	(isobizclub.com)							
5300GT Strada	65-69	850,000	625,000	495,000	350,000	5354	165	

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			Mint	Good	Rough			
BMW	BMW Car Club (01970 267989)							
328	36-39	400,000	300,000	250,000	200,000	1971	100	▼
503 coupé	56-59	175,000	130,000	85,000	60,000	3168	115	
507	56-59	2m	1.75m	1.45m	1.25m	3168	135	▼
Isetta 250/300	55-65	20,000	14,000	9000	5750	298	60	
600	58-59	30,000	23,000	16,500	10,000	585	65	
2000/ti lux/tii	66-72	15,000	11,000	5000	2400	1990	105	
1600/1602/1502	66-77	17,500	12,500	5500	2500	1573	100	
2002/Touring	68-75	20,000	15,000	7000	3000	1990	112	
2002 cabrio/targa	71-74	36,000	24,000	15,000	6400	1990	110	
2002tii	71-75	37,500	26,000	14,000	6250	1990	120	
2002 turbo	73-74	110,000	87,500	55,000	36,500	1990	130	
2800CS/CSA	69-71	24,000	16,500	9000	4500	2788	120	
2500/2800/3.0/3.3	69-77	14,000	9250	4250	2000	2494	110	
3.0CS/CSi	71-75	57,500	37,500	20,000	12,500	2985	130	
3.0CSL	72-75	145,000	105,000	70,000	45,000	3003	134	
3.0CSL 'Batmobile'	72-75	320,000	240,000	180,000	120,000	3153	138	▲
633/628CSi	76-87	18,500	11,000	5000	2000	3210	132	
635CSi	78-89	26,000	17,000	8000	3500	3453	140	
M635CSi	85-89	44,000	32,500	16,500	7500	3453	158	
M1	79-80	440,000	340,000	275,000	200,000	3453	162	
3 Series (E21)	75-83	11,500	9000	4000	1650	1990	120	
323i (E21)	77-82	15,000	10,500	5000	2000	2315	126	
320/325 Baur cabrio	81-85	14,000	10,000	4500	2000	2495	135	
5 Series (E12)	75-81	11,750	8250	4000	1900	2788	133	
M535i (E12)	80-81	27,500	20,000	11,000	5250	3453	139	
5 Series (E28)	81-87	11,250	8000	3850	1850	2788	146	
M535i (E28)	85-87	21,000	14,000	7000	3500	3453	152	
M5 (E28)	85-88	52,500	36,500	21,000	12,000	3420	152	
5 Series (E34)	88-95	7500	5250	2500	1250	3982	149	
M5 (E34)	88-95	30,000	20,500	10,000	5000	3535	155	
M5 (E39)	98-04	28,000	19,000	10,000	5750	4941	155	
3 Series sal (E30)	82-91	10,750	7000	3000	1250	1990	123	
325i sal (E30)	85-91	15,000	11,000	5000	2000	2494	130	
325i Sport (E30)	89-91	27,500	22,000	13,000	6750	2494	133	▲
3 Series (E30) conv	86-93	18,000	12,500	5000	1750	2494	130	▲
M3 (E30)	86-90	72,500	52,500	37,500	27,500	2302	143	
M3 Evo II (E30)	88	89,000	72,500	52,500	40,000	2302	143	
Z1	86-91	42,000	32,000	18,000	11,000	2494	140	
840/850 coupé	90-99	20,000	13,000	5250	2500	4941	155	
850CSi	92-96	60,000	45,000	35,000	25,000	5576	155	
M3/Evo (E36)	92-99	25,000	17,500	10,000	5400	3201	155	▲
Z3 4-cyl	96-01	3750	2600	1250	525	1895	127	
Z3 6-cyl	96-02	6250	4250	1900	975	2793	139	
Z3M Roadster	98-02	19,000	14,500	9250	6400	3201	155	
Z3M Coupe	98-02	33,500	26,000	17,500	9500	3201	159	▲
Z8	00-03	160,000	135,000	110,000	85,000	4941	155	
M3 (E46)	01-06	32,000	22,000	12,000	6000	3246	155	
M3 CSL (E46)	03-05	72,500	52,500	32,500	21,000	3246	155	
Z4M	06-08	17,250	15,000	12,250	10,000	3246	155	
BOND	Bond Owners' Club (bondownersclub.co.uk)							
Minicar MkA-G	48-65	6250	4750	2250	1000	250	55	
GT2+2/4S	63-70	7000	4850	2200	1100	1147	83	
Equipe GT	67-70	7750	5400	2000	1000	1998	100	
Bug	70-74	14,000	9000	5000	2500	701	75	
BORGWARD	Borgward Drivers' Club (07788 973884)							
Isabella TS	54-61	12,500	8000	4250	2000	1493	93	
Isabella coupé	55-61	26,500	17,500	10,500	5250	1493	98	
BRISTOL	Bristol Owners' Club (boc.net); Owners & Drivers Assn (bristoloda.org)							
400	47-50	70,000	46,000	25,000	16,000	1971	92	
401, 403	49-55	60,000	45,000	24,500	15,000	1971	94	
Arnolt-Bristol	54-61	160,000	120,000	90,000	60,000	1971	109	▼
404	54-55	72,000	50,000	30,000	22,000	1971	110	▼
405 saloon	54-56	50,000	32,500	19,500	9000	1971	94	
405 con	55	147,500	107,500	55,000	36,000	1971	100	
406	58-61	45,000	31,000	16,000	9000	2216	104	
407, 408, 409	62-69	47,000	33,500	17,000	9250	5130	122	▼
410, 411	69-76	56,000	39,000	20,000	10,500	5900	140	
412, Beaufighter	76-93	38,500	28,000	16,500	10,000	5900	150	
603, Britannia,Brig.	76-94	36,500	25,750	16,000	8250	5900	150	
BUGATTI	Bugatti Owners' Club (01242 673136)							
Type 57 Galibier sal	34-39	300,000	225,000	175,000	125,000	3257	95	
Type 57 Ventoux 2dr	34-39	550,000	350,000	250,000	165,000	3257	95	▼
Type 57 Stelvio con	34-39	575,000	375,000	275,000	180,000	3257	96	
Type 57 Atalante cpe	35-38	2m	1.4m	1m	650,000	3257	100	
Type 57S Atalante cpe	36-38	6.2m	5.75m	5.1m	4.5m	3257	115	
EB110	92-95	1.1m	875,000	675,000	500,000	3499	209	
Veyron	05-11	1.4m	1.1m	900,000	795,000	7993	253	
CATERHAM	Lotus Seven Club (lotus7.club)							
Seven (sp)	73-91	18,500	13,000	8000	5250	1599	110	

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			Mint	Good	Rough			
CHEVROLET	Classic Corvette Club UK (corvetteclub.org.uk)							
Corvette roadster	53	160,000	120,000	80,000	60,000	3800	107	
Corvette roadster	54	77,500	55,000	35,000	26,000	3800	107	
Corvette	55-57	72,500	50,000	32,500	22,500	4343	119	
Corvette	58-60	82,500	62,500	35,000	25,000	4639	130	
Corvette	61-62	72,500	55,000	32,000	22,000	5359	132	
Corvette S-W coupe	63	95,000	72,500	40,000	30,000	5359	142	
Corvette Sting Ray	63-67	75,000	50,000	27,500	20,000	5359	142	
Camaro cpe/conv.	67-69	30,000	21,000	10,000	5000	5735	130	
Corvette Stingray	68-72	35,000	26,000	15,000	6500	6997	151	
Corvette Stingray	73-77	27,000	17,000	9000	4500	5737	125	
Corvette	77-82	17,500	12,500	7250	4000	5733	125	
Corvette C4	84-96	12,000	9000	4500	2200	5733	145	
Corvette ZR1	90-95	19,000	15,500	12,500	9500	5727	180	
Corvette C5	96-04	16,500	12,000	10,000	8000	5666	175	
CISITALIA	(cisitalia.net)							
202 coupe	47-54	300,000	170,000	125,000	80,000	1089	105	
CITROËN	Citroën Car Club (citroencarclub.org.uk)							
Light 15/Big 15	35-55	16,500	11,000	6000	3250	1911	72	
2CV 'ripple'	48-60	15,000	11,000	5500	2500	425	49	
2CV	60-90	10,000	7000	2850	1250	602	71	
Ami	61-78	7500	5250	2200	1100	602	75	
Dyane	68-85	6500	4500	2000	1000	602	78	
DS19/ID19	56-68	22,500	16,000	7000	2750	1911	88	
Safari estate	59-75	26,500	18,500	8250	3000	1911	88	
DS décapotable	63-78	187,500	140,000	100,000	65,000	2175	100	
DS20/21/23	68-75	27,500	19,000	9000	3500	2347	109	
DS21/23 EFi	70-75	35,000	24,000	12,000	5500	2347	120	
SM V6	70-75	57,500	42,000	22,000	12,500	2670	135	
GS/GSA	70-85	4750	3250	1500	750	1220	100	
CX	74-89	8500	5500	2200	900	2165	115	
CX Prestige	77-89	11,000	6750	2900	1250	2347	116	
CX GTi/GTi turbo	77-89	14,500	10,000	4400	1750	2347	137	
BX GTI 16V	87-93	10,000	7000	3200	1500	1905	130	▲
CLAN	Clan Owners' Club (01295 255539)							
Crusader coupé	71-74	7250	5000	2500	1100	875	102	
DAF	DAF Owners' Club (dafownersclub.co.uk)							
55 Marathon coupé	68-72	3500	2250	950	500	1108	83	
DAIMLER	Daimler & Lanchester Owners' Club (01787 247436)							
DB18/Consort	39-53	10,000	7000	3500	1650	2522	76	
DB18 con	39-50	26,000	18,500	9500	5000	2522	76	
DB18 Sports Special	49-53	37,000	28,000	15,000	7500	2522	80	
Conquest/Century	53-58	8750	6000	2500	1250	2433	90	
Conquest Rdstr/DHC	54-57	36,000	25,000	15,000	9000	2433	100	
104/Majestic	56-62	9000	6500	3000	1500	3794	100	
Majestic Major	60-68	22,500	15,000	7000	3000	4561	119	
SP250 sports	59-64	40,000	25,000	17,000	11,000	2548	123	
2½-litre/V8 250	62-69	20,000	14,500	5750	2200	2548	112	
Sovereign (420)	66-69	15,500	10,250	4650	1850	4235	117	
Sovereign (XJ6) SI	69-73	16,250	10,750	4250	1350	4235	120	
Double-Six SI	72-73	16,250	10,750	4750	2000	5343	140	
4.2 coupé	75-78	23,000	14,000	6750	3500	4235	120	
Double-Six Coupé	75-77	32,000	16,000	8000	4000	5343	140	
Sovereign SII/III	73-86	9000	6000	1850	750	4235	126	
Double-Six SII/III	74-92	14,000	9200	4000	1500	5343	150	
DATSUN	Z Club (zclub.net)							
240Z	69-74	36,000	27,500	15,000	8500	2393	125	
260Z	74-79	27,500	20,000	10,500	6500	2565	127	
280ZX/2+2	78-83	16,000	11,0000	5250	2400	2753	111	
240K Skyline	73-81	20,000	15,000	8000	4250	2392	112	
DELAHAYE	The Delahaye Club (clubdelahaye.com)							
135M/MS Coupé	35-39	325,000	225,000	100,000	45,000	3557	n/a	
135M/MS Cabriolet	35-39	450,000	325,000	155,000	85,000	3557	n/a	
135M/MS Coupé	46-53	145,000	100,000	60,000	32,500	3557	n/a	
135M/MS Cabriolet	46-53	225,000	165,000	110,000	62,500	3557	n/a	
235 Chapron coupé	51-54	110,000	75,000	45,000	25,000	3557	120	
DELLOW	Dellow Register (dellowregister.co.uk)							
Mark I-V sport-trials	49-57	20,000	15,000	9000	4000	1172	65	
DELOREAN	DeLorean Owners' Club UK (07915 673889, deloreans.co.uk)							
DMC-12 coupé	81-82	57,500	42,500	27,500	17,500	2849	109	▲
DE TOMASO	De Tomaso Drivers' Club UK (detomasodc.co.uk)							
Mangusta	67-72	260,000	185,000	135,000	110,000	4727	150	
Pantera	72-89	117,500	80,000	42,500	24,000	5763	160	
Deauville	70-88	36,000	26,000	15,000	7000	5763	150	
Longchamp	72-89	42,000	34,000	16,500	8500	5763	150	

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			Mint	Good	Rough			
DKW	DKW Owners' Club (dkw.org.uk)							
Sonderklasse/3=6	53-59	19,000	14,000	7000	3500	896	76	
1000SP/A Union sp	58-65	20,000	13,000	6500	3750	980	82	
1000/1000S sal/cpé	58-63	12,500	8000	3750	2000	980	80	
F102 saloon	64-66	6000	4000	1750	900	1175	84	
DODGE								
Viper RT 10/GTS	92-02	35,000	28,000	21,000	16,000	7974	165	
ELVA	Elva Owners' Club (01903 823710)							
Courier sports/cpé	58-61	27,500	22,000	12,000	6750	1498	100	
MkIII/MkIV T-type	62-69	25,000	20,000	12,500	7000	1798	110	
FACEL VEGA	Facel Vega Car Club (01621 818608)							
FV 4.5/4.8/5.4/5.8	54-59	160,000	120,000	82,500	42,500	5801	125	
HK500	59-61	160,000	120,000	90,000	44,000	6286	130	
Facel II	62-64	230,000	170,000	130,000	72,500	6286	132	
Facellia/Facel III	60-64	70,000	48,500	30,000	16,500	1647	114	
FAIRTHORPE	Fairthorpe Sports Car Club (01895 256799)							
Electron Minor	57-73	5000	3750	2250	1250	948	80	
TX-GT/S/SS coupé	67-73	5250	3500	2000	850	1998	112	
FERRARI	Ferrari Owners' Club (01485 544500)							
166MM Barchetta	48-50	3m	2.63m	2.3m	1.9m	1995	125	
166 Inter	48-51	900,000	700,000	540,000	395,000	1995	115	
212 Inter	51-52	950,000	800,000	600,000	400,000	2562	120	
340 America	51	2.7m	2.4m	2.2m	2m	4101	136	
250 Europa SI/SII	53-55	1.2m	1m	800,000	650,000	2963	126	▼
410 Superamerica	56-59	3.75m	2.85m	2.35m	2.1m	4962	165	
250GT Boano/Ellena	56-59	700,000	550,000	420,000	300,000	2953	157	▼
250GT Cabrio S1	57-59	4.4m	4m	3.65m	3.3m	2953	155	
250GT Berlinetta TdF	57-59	4m	3.6m	3m	2.75m	2953	143	▼
250GT PF coupé	58-62	375,000	295,000	230,000	150,000	2953	145	
250 Cal' Spider lwb	58-62	7.4m	6.7m	5.6m	4.5m	2953	155	
250 Cal' Spider swb	60-63	11m	10m	8m	6m	2953	149	▼
250GT SWB (steel)	60-63	6m	5.5m	5m	4.2m	2953	150	
250GT SWB (alloy)	59-62	11.5m	10m	9m	8m	2953	155	
250GT Cabrio Se2	60-62	1.1m	900,000	700,000	500,000	2953	160	
250GTE 2+2	60-63	330,000	250,000	192,500	140,000	2953	140	
250GTO	62-64	54m	46	40m	n/a	2953	158	
250LM	64-66	15m	13m	11m	n/a	2953	159	
250GT Lusso	62-64	1.2m	1m	750,000	600,000	2953	150	▼
400 Superamerica	60-64	1.85m	1.7m	1.5m	1.4m	3967	162	
500 Superfast	64-67	1.4m	1.25m	1.05m	950,000	4962	170	
275GTB (steel)	64-66	1.85m	1.55m	1.25m	1m	3286	150	
275GTB (alloy)	64-66	2.3m	2.1m	1.8m	1.6m	3286	150	
275GTS	64-66	1.3m	1m	875,000	775,000	3286	150	▲
275GTB/4 (4-cam)	66-68	2.65m	2.3m	2m	1.7m	3286	165	
330GT 2+2	64-67	272,500	200,000	135,000	80,000	3967	150	
330GTC	66-68	545,000	420,000	320,000	240,000	3967	150	
330GTS	66-68	1.5m	1.25m	1.05m	875,000	3967	150	
Dino 206GT	68-69	550,000	450,000	325,000	225,000	1987	145	
Dino 246GT	69-73	375,000	300,000	200,000	135,000	2418	150	
Dino 246GTS	72-74	479,000	375,000	275,000	175,000	2418	150	
365GT 2+2	67-71	195,000	155,000	100,000	60,000	4390	152	
365GTC	68-70	525,000	435,000	365,000	310,000	4390	155	
365GTB/4 Daytona	68-74	595,000	500,000	375,000	300,000	4390	173	
365GTS/4 Spider	72-73	2.5m	2m	1.6m	n/a	4390	170	
365GTC/4 2+2	70-72	217,500	175,000	125,000	100,000	4390	152	
365GT4 2+2	72-76	69,500	50,000	30,000	19,000	4390	150	
365GT4 BB	75-76	295,000	235,000	190,000	150,000	4390	163	
512BB	76-81	215,000	160,000	130,000	100,000	4942	163	▲
512BBi	81-85	230,000	175,000	140,000	105,000	4942	168	▲
308GT4 2+2	73-80	50,000	35,000	25,000	18,000	2926	156	
308GTB (grp)	75-77	145,000	110,000	73,500	46,500	2926	154	
308GTB/GTS	77-80	68,500	54,000	36,000	24,000	2926	155	
308GTBi/GTSi	80-82	57,500	42,500	32,000	21,000	2926	155	
308GTB qv/GTS qv	82-85	69,000	53,500	36,000	24,500	2926	155	
328GTB/GTS	85-88	77,500	60,000	46,000	33,000	3195	163	
400/400i/412i man.	76-89	60,000	45,000	30,000	19,500	4823	158	
400/400i/412i auto	76-89	43,000	32,000	21,000	12,000	4942	158	
Mondial	81-94	35,000	27,500	16,500	9500	2926	143	
Mondial cabrio	84-94	38,000	30,000	19,000	12,000	2926	146	
348/Spider	89-94	55,000	45,000	34,000	26,000	3405	170	
F355 GTB	94-99	77,500	64,000	49,000	37,500	3496	185	
F355 GTS/Spider	95-99	75,000	62,000	48,000	37,500	3496	183	
360 Modena	99-05	55,000	48,500	42,000	35,000	3586	184	
Testarossa	84-90	125,000	100,000	65,000	45,000	4942	181	
512 TR	91-94	225,000	160000	110,000	70,000	4943	193	
F512 M	94-96	350,000	250,000	160,000	110,000	4943	194	
456GT	92-98	47,500	40,000	28,500	20,000	5474	184	
456MGT	98-03	55,000	42,000	28,500	22,000	5474	185	
288GTO	84-87	3m	2.5m	2.1m	1.85m	2855	190	
F40	88-92	2.5m	2.1m	1.5m	1.25m	2936	201	
F50	95-97	3.4m	2.75m	2.4m	n/a	4698	202	

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			Mint	Good	Rough			
550/575M Maranello	96-06	90,000	70,000	53,000	42,500	5474	199	
Enzo	02-04	2.75m	2.3m	1.9m	n/a	5998	220	
FIAT	Fiat Motor Club (0208 372 4028)							
500 Topolino	48-55	13,000	9500	4500	2000	569	60	
600/600D	55-70	10,000	7350	3600	1400	633	66	
600 Multipla (MPV)	55-60	28,500	20,000	13,000	6750	767	59	
500/D/F/L/R	57-75	15,000	10,000	4000	2000	499	61	
1500S/1600S Osca sp	59-66	28,000	23,000	16,000	10,000	1568	105	
2300S	61-68	26,500	19,000	16,000	10,000	2280	120	
850 Coupé	65-73	9250	6250	2850	1400	903	96	
850 Spider	65-73	14,000	9000	4400	2200	903	96	
124/Special 1.2/1.4	66-73	2650	1750	850	400	1438	100	
124 Coupé	66-75	11,500	8500	3500	1250	1756	115	▼
124 Spider 1.4/1.6	66-74	17,500	12,000	7000	3250	1608	112	
124 Spider 1.8/2.0	75-81	15,000	10,000	5000	2000	1756	108	
124 Spider Abarth	72-75	57,500	42,000	32,000	17,500	1756	118	
Pininfarina Spider	82-85	15,750	10,750	5750	2200	1995	104	
Dino Spider 2.0/2.4	67-73	135,000	100,000	70,000	47,500	2418	130	
Dino Coupé 2.0/2.4	67-73	50,000	37,500	22,500	15,000	1987	122	
130 saloon 2.8/3.2	69-76	6250	4500	2250	1100	3235	112	
130 Coupé	72-76	20,000	14,000	7500	3600	3235	118	
127 Sport 1300	81-83	12,000	8000	4000	2000	1301	102	
128 3P coupé	75-78	9750	6000	2500	1200	1301	102	
X1/9	77-89	11,000	6750	3000	1400	1290	100	
Panda	80-96	4250	3000	1350	600	903	87	
Panda 4x4	84-92	8500	6250	3000	1400	999	83	
Strada Abarth 130TC	84-88	20,000	14,250	6250	2200	1995	117	
Coupé/Turbo	94-00	8000	5500	2000	750	1998	149	▲
Barchetta	95-02	6750	4250	2200	1000	1747	118	
FORD	AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Intl (01386 860860); Sporting Escort OC (01359 231384); Mustang OC GB (mocgb.net)							
Prefect	40-53	7000	5000	2500	1250	1172	68	
Pilot V8	47-51	17,000	9250	5400	2600	3622	82	
Anglia/Popular 103E	46-59	7500	5200	2500	1350	1172	61	
Anglia 100E/Popular	53-62	6750	4750	2000	1100	1172	71	
Prefect 107E	59-61	7000	5000	2500	1350	997	73	
Anglia 105E	59-68	9000	6500	2950	1600	997	74	
Anglia 123E	62-68	11,000	8000	3650	2000	1197	82	
Consul MkI	50-56	10,000	7000	3000	1500	1508	73	
Zephyr Six MkI	50-56	14,000	10,000	4500	2000	2262	82	
Zephyr Zodiac	53-56	17,500	12,500	5500	2650	2262	84	
Consul MkI con	52-56	16,500	12,500	6750	4000	1508	73	
Zephyr MkI con	52-56	23,000	18,000	12,000	6750	2262	82	
Consul MkII	56-62	10,500	7200	3200	1450	1703	79	
Zephyr MkII	56-62	17,000	11,250	5000	2000	2553	88	
Zodiac MkII	56-62	20,000	14,000	6400	2750	2553	88	
Consul MkII con	56-62	14,000	9500	4750	2500	1703	78	
Zephyr MkII con	56-62	21,000	15,000	9000	5500	2553	88	
Zodiac MkII con	56-62	25,000	18,000	10,500	6250	2553	88	
Zephyr MkIII	62-66	13,000	9500	3500	1500	2553	95	▼
Zodiac MkIII	62-66	16,000	11,500	5750	2000	2553	100	
Zephyr 4/6 MkIV	66-72	8500	6000	2600	1200	2994	100	
Zodiac MkIV/Exec	66-72	9500	7000	3250	1400	2994	100	
Consul Classic	61-63	11,500	8000	3750	1650	1498	79	
Consul Capri	61-64	17,000	13,000	6000	2500	1340	84	
Consul Capri GT	63-64	20,000	14,000	8000	3500	1340	95	
Corsair/V4	64-70	8500	5750	2650	1250	1663	90	
Corsair GT/2000E	64-70	9750	6500	3000	1500	1996	100	
GT40	64-68	5.4m	4.6m	3.3m	2.75m	4736	198	
Mustang coupé	64-68	28,000	20,000	11,750	6250	4727	120	
Mustang fastback	65-68	38,500	28,000	16,500	8500	4727	120	
Mustang con	64-68	35,000	26,000	16,500	9000	4727	111	
Mustang GT350	65-66	240,000	200,000	125,000	100,000	4727	133	
Mustang GT500	67-70	165,000	130,000	92,000	65,000	6800	130	
Cortina MkI	62-66	11,500	8000	3650	1650	1498	82	▲
Cortina MkI GT	63-66	24,000	17,500	8000	3500	1498	91	
Cortina MkII	66-70	10,500	7250	3600	1500	1599	87	
Cortina MkII GT	66-70	15,000	10,000	4400	1850	1599	98	
Cortina 1600E	67-70	16,000	11,000	4750	2000	1599	98	
Cortina MkIII	70-76	10,500	7500	3600	1500	1993	101	
Cortina MkIII GT/GXL	71-76	15,000	10,000	4500	2000	1993	104	
Cortina MkIII 2000E	73-76	12,500	9000	4500	2000	1993	105	
Cortina MkIV/V	76-82	11,000	7000	3000	1350	2293	110	
Escort MkI 1.1/1.3	68-75	11,000	8000	4000	1750	1298	83	
Escort Twin Cam	68-71	62,500	48,500	35,000	22,500	1558	113	
Escort GT/Spt/1300E	68-75	22,000	15,000	7500	4000	1298	96	
Escort Mexico	70-75	43,000	32,500	21,000	14,000	1599	99	
Escort RS1600	70-75	70,000	50,000	38,500	27,500	1601	113	
Escort RS2000	73-74	65,000	46,000	32,500	20,000	1993	108	
Escort MkII sal	75-80	10,000	6500	2950	1250	1297	93	
Escort MkII Ghia	75-80	12,000	8000	4000	2000	1599	97	
Escort MkII Sport	75-80	21,000	15,500	7750	4000	1599	101	
Escort MkII Mexico	76-78	40,000	30,000	20,000	12,500	1593	105	
Escort MkII RS1800	75-77	85,000	67,500	45,000	35,000	1835	112	

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			Mint	Good	Rough			
Escort MkII RS2000	75-80	45,000	32,500	20,000	12,000	1993	109	
Escort XR3	81-83	12,750	9250	4500	1950	1597	113	
Escort XR3i	83-86	13,500	9500	4250	1750	1597	116	
Escort RS1600i	83-84	36,500	26,500	13,500	7000	1597	117	
Escort XR3i (MkIV)	86-90	10,000	7500	3000	1400	1597	116	
Escort XR3i cabrio	84-90	9500	7000	3000	1100	1597	107	
Escort RS Turbo S1	84-85	35,000	26,500	15,000	7500	1597	122	
Escort RS Turbo S2	85-90	24,000	17,500	8500	4000	1597	124	
Capri MkI 1.3/1.6	69-74	14,000	10,000	4500	2000	1599	95	
Capri GT 1.6/2.0	69-74	21,000	14,250	7500	3750	1996	107	
Capri 3000GT	70-74	27,500	20,000	10,500	4750	2994	113	
Capri 3000E/GXL	70-74	29,500	21,000	11,000	5000	2994	113	
Capri RS2600	71-74	52,500	42,500	27,500	18,500	2637	124	
Capri RS3100	73-74	59,500	46,500	27,500	18,500	3091	125	
Capri II/III 1.6/2.0	74-82	15,000	10,000	3000	1300	1993	110	
Capri II/III 3.0	74-82	27,500	19,000	9000	4250	2994	116	
Capri III 2.8i	81-87	25,000	16,000	7500	3000	2792	129	
Capri 280 Brooklands	87-88	27,000	20,000	10,000	5000	2792	129	
Consul/Granada 3.0	72-77	18,000	12,000	5000	2000	2994	113	
Granada 3.0 Coupé	74-77	18,500	12,500	5250	2200	2994	111	
Granada MkII	77-85	11,500	7500	3500	1500	2792	117	
Fiesta XR2 MkI	81-83	22,000	15,000	6750	3000	1599	106	▲
Fiesta XR2 MkII	84-89	14,500	10,500	4500	1950	1597	109	
Fiesta XR2i MkIII	89-94	12,500	9000	4000	1650	1596	116	
Fiesta RS Turbo	90-92	25,000	17,500	10,000	6000	1596	129	
RS200	85-86	160,000	130,000	100,000	75,000	1803	140	
Sierra XR4i	83-85	12,000	8500	3500	1600	2792	125	
Sierra XR4x4	85-90	11,000	7500	3200	1500	2792	127	
Sierra RS Cosworth	85-87	70,000	47,500	23,500	14,000	1993	145	
Sierra RS500	87	95,000	75,000	50,000	32,000	1993	149	
Sapphire RS Cos.	88-92	34,000	26,500	13,500	6250	1993	154	
Escort RS2000	91-96	11,000	7750	3750	1750	1998	131	
Escort RS2000 4x4	94-96	13,500	10,000	7250	4250	1998	130	
Escort RS Cosworth	92-96	60,000	47,500	34,000	24,000	1993	144	▲
Focus RS MkI	02-03	22,500	18,000	12,000	6750	1988	144	
FRAZER NASH	VSCC Frazer Nash section (01285 720483)							
Le Mans Replica	48-52	525,000	440,000	350,000	250,000	1971	115	
GILBERN	Gilbern Owners' Club (01926 512136)							
Genie	66-70	13,000	9250	4750	2200	2994	120	
Invader I/II	69-72	14,250	10,000	5000	2500	2994	116	
Invader III	72-74	16,000	11,500	5500	2850	2994	120	
GINETTA	Ginetta Owners' Club (01724 352801, membership@ginetta.org)							
G4 1.0/1.5	61-68	22,000	17,000	12,000	8000	1498	115	
G15 875/998	68-74	13,500	8250	4250	1850	998	108	
G21 1800/1800S	71-78	14,500	11,000	5250	2200	1725	120	
G33	91-93	15,000	11,000	7000	5000	3946	137	
GORDON-KEEBLE	Gordon-Keeble Owners' Club (0121 459 9587)							
GK1/IT	64-67	97,500	72,500	49,500	30,000	5395	135	
HEALEY	Association of Healey Owners (01425 480243)							
Silverstone sports	49-50	140,000	107,500	85,000	65,000	2443	107	▼
Abbott con	50-54	40,000	30,000	20,000	12,000	2443	100	
Tickford saloon	50-54	32,500	21,000	11,000	7000	2443	102	
HEINKEL/TROJAN	Heinkel/Trojan Club (01527 501318)							
Cabin Cruiser/200	56-65	20,000	14,750	9250	5600	198	60	
HILLMAN	Owners' Club (01522 823778); Imp Club (01789 414789)							
Minx Ph. I-II	39-48	6750	5250	2200	1000	1185	65	
Minx Ph. I-II con	39-48	11,000	8000	4000	2000	1185	65	
Minx Ph. III-VIIIA	48-56	6000	4000	1750	800	1390	73	
Minx Ph. III-VIIIA con	48-56	10,500	7250	3500	1600	1390	73	
Californian	53-56	8900	6000	3000	1600	1390	74	
Minx SI-IIIC	56-63	6250	4250	2000	900	1592	80	
Minx SI-IIIC con	56-62	10,500	7500	3750	1850	1494	80	
Minx SV-VI	63-67	4500	2850	1450	750	1725	81	
Husky II/III estate	58-66	6750	4750	2100	1100	1390	74	
Super Minx SI-IV	61-66	5500	3500	1650	800	1725	86	
Super Minx con	62-64	8500	6000	2900	1500	1592	84	
Imp	63-76	6250	4000	1850	900	875	81	
Imp Californian	67-70	6750	4500	2200	1000	875	81	
Husky (Imp)	66-70	6400	4200	1900	1000	875	80	
Hunter GLS	72-76	20,000	14,000	6500	3000	1725	110	
Avenger GT/GLS	71-81	12,500	9000	4500	2000	1598	98	
Avenger Tiger	72-73	16,500	11,000	6000	3000	1599	100	
HONDA	Honda S800 Sports Car Club (0121 444 2988)							
S800 coupé	66-70	23,000	16,500	10,500	5500	791	96	
S800 sports	66-70	29,500	20,500	14,500	8750	791	96	
CRX 1.6i/V-TEC	86-91	10,000	7000	3000	1400	1595	125	
NSX 3.0	90-02	72,500	55,000	37,500	26,500	2977	158	
Beat	91-95	4750	3000	1500	900	656	84	

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			Mint	Good	Rough			
Integra Type R DC2	98-01	19,500	14,000	7000	3500	1787	143	
S2000 (AP1)	99-09	14,000	11,500	6000	3250	1997	147	
HRG								
1100/1500	38-56	60,000	46,500	32,000	22,500	1496	81	
HUMBER Post-Vintage Humber Car Club (01604 404363)								
Hawk MkI-VI	49-57	7500	5500	2500	1200	2267	80	
Hawk SI-IV	57-68	7500	5000	2350	1150	2267	86	
Snipe	45-48	9500	7500	3000	1400	2731	72	
Snipe/P'man MkI-IV	45-56	10,500	7500	3300	1500	4139	91	
Super Snipe dhc	49-52	22,000	15,000	10,000	5000	4086	80	
Super Snipe/Imperial	58-67	11,000	8000	2750	1250	2651	106	
Sceptre MkI-II	63-67	8000	5500	2400	1000	1725	90	
Sceptre MkIII	67-76	7000	4950	2000	850	1725	98	
ISO Iso Bizzarrini Club (020 8891 6663)								
Rivolta	62-70	80,000	60,000	40,000	30,000	5359	140	
Grifo	63-74	300,000	240,000	195,000	125,000	5359	161	
Grifo 7-litre	69-74	375,000	300,000	235,000	165,000	6998	170	
Lele	70-74	45,000	27,500	16,000	8000	5736	145	▲
JAGUAR Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/E-type Club Club (01584 781588)								
SS100 2½-litre	36-39	350,000	250,000	185,000	140,000	2663	94	
SS100 3½-litre	38-39	425,000	325,000	240,000	185,000	3485	104	
1½-litre	45-49	25,000	16,000	9250	4000	1776	70	▼
2½-litre	46-51	26,000	17,000	10,750	4600	2663	87	▼
3½-litre	46-51	32,500	22,500	12,750	5250	3485	92	▼
MkV 2½-litre con	49-51	57,500	37,500	22,500	11,750	2663	87	
MkV 3½-litre con	49-51	69,000	43,000	27,000	16,000	3485	92	
XK120 alloy rdstr	49-50	190,000	150,000	100,000	70,000	3442	132	▲
XK120 roadster	50-54	98,000	65,000	47,500	32,000	3442	122	▼
XK120 dhc	50-54	87,500	60,000	45,000	30,000	3442	122	▼
XK120 fhc	51-54	76,000	47,500	37,500	25,000	3442	121	▼
C-type	51-54	3.5m	2.75m	2.4m	2m	3442	144	▼
XK140 roadster	54-57	98,500	65,000	47,500	30,000	3442	126	▼
XK140 fhc	54-57	65,000	48,000	32,500	22,000	3442	125	▼
XK140 dhc	54-57	90,000	64,000	41,500	28,000	3442	125	▼
D-type	54-57	5.6m	4.5m	3m	2.25m	3442	160	▼
XK150 roadster	58-60	102,500	72,500	42,500	27,500	3781	130	
XK150 fhc	57-61	70,000	48,000	30,000	19,500	3781	128	
XK150 dhc	57-61	99,000	65,000	39,000	26,000	3781	127	
XK150S 3.4 roadster	58-60	145,000	97,500	70,000	52,000	3442	130	
XK150S 3.4 fhc	58-60	90,000	65,000	45,000	35,000	3442	129	
XK150S 3.4 dhc	58-60	120,000	87,500	60,000	43,000	3442	130	▼
XK150S 3.8 roadster	59-60	175,000	145,000	115,000	82,500	3781	136	▼
XK150S 3.8 fhc	59-60	102,000	75,000	52,500	42,000	3781	132	
XK150S 3.8 dhc	59-60	160,000	120,000	90,000	65,000	3781	130	
MkVII-MkIX	51-61	32,000	21,000	10,000	4000	3442	105	
MkX/420G	61-70	22,200	15,000	7000	3000	4235	120	
Mk1 2.4	55-59	27,500	18,500	9500	3500	2483	96	
Mk1 3.4	57-59	40,000	26,500	15,000	8500	3442	120	
Mk2 2.4	59-67	20,000	13,000	7500	2650	2483	96	
Mk2 3.4	59-67	35,000	25,000	10,000	4000	3442	114	
Mk2 3.8	59-67	50,000	30,000	14,000	5000	3781	121	
S-type sal	63-68	22,500	15,000	7250	3250	3781	121	
240	67-68	21,500	14,000	6000	2500	2483	105	
340	67-68	27,500	20,000	9000	4000	3442	123	
420	66-68	14,500	9500	4250	1750	4235	123	
E-type 3.8 rdstr (ff)	61-62	142,000	97,500	80,000	60,000	3781	145	
E-type 3.8 cpé (ff)	61-62	107,500	87,500	72,500	50,000	3781	145	
E-type 3.8 roadster	62-64	130,000	90,000	65,000	40,000	3781	145	
E-type 3.8 coupé	61-64	100,000	73,000	50,500	29,000	3781	145	▼
E-type 4.2 S1 rdstr	64-67	127,500	85,000	60,000	38,000	4235	145	▼
E-type 4.2 S1 coupé	64-67	92,000	64,000	45,000	29,000	4235	145	
E-type S1 2+2	66-67	58,000	42,000	22,500	13,000	4235	136	
E-type S1½/S2 rdstr	67-70	80,000	60,000	40,000	25,000	4235	145	
E-type S1½/S2 fhc	67-70	60,000	45,000	30,000	18,000	4235	145	
E-type S1½/S2 2+2	67-70	46,000	30,000	20,000	10,000	4235	136	
E-type V12 roadster	71-75	72,500	52,500	32,000	18,000	5343	150	
E-type V12 fhc 2+2	71-74	47,500	35,000	22,000	10,500	5343	150	
XJ6 2.8 Series 1	68-73	10,000	6750	2500	1000	2791	117	
XJ6 4.2 Series 1	68-73	15,500	10,000	3750	1250	4235	124	
XJ12 Series 1	72-73	16,000	10,500	4500	2000	5343	140	
XJ6 Series 2	73-79	12,000	7500	3000	1000	3442	117	
XJ6 Series 3	79-86	10,000	6000	2500	950	4235	125	
XJ12 Series 2-3	75-93	13,000	8750	3750	1500	5343	146	
XJ6 Coupé	75-78	22,500	13,000	6500	3250	4235	120	
XJ12 Coupé	75-78	30,000	15,000	7500	3750	5343	143	
XJR 3.6/4.0 sal	88-94	11,000	7000	3500	1600	3980	142	
XJ12 (XJ81) sal	93-94	10,000	6500	2850	1350	5994	155	
XJR X300 sal	94-97	12,000	8000	2850	1200	3980	155	
XJ12 X300 sal	94-97	8500	6250	3000	1500	5994	155	
XJ-S manual	75-80	27,500	20,000	10,000	6000	5343	154	
XJ-S V12 auto	75-91	12,500	7750	3250	900	5343	150	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
XJ-S 3.6	83-89	9500	6000	2750	1000	3590	141	
XJ-SC 3.6 cabrio	83-87	11,500	8000	3850	1750	3590	134	
XJ-SC V12 cabrio	85-88	15,000	10,000	4800	2000	5343	150	
XJ-S V12 con	88-91	18,500	11,750	5250	2250	5343	150	
XJS V12	91-96	16,000	10,500	4950	2000	5994	161	
XJS V12 con	91-96	20,000	14,000	6000	2650	5994	160	
XJR-S	88-93	24,000	16,000	8500	3650	5993	158	
XJS 4.0	91-96	12,000	8250	3600	1650	3980	138	
XJS 4.0 conv	92-96	20,000	12,000	6500	3400	3980	138	
XJ220	89-92	350,000	300,000	215,000	200,000	3498	212	
XK8 4.0 fhc	96-02	7750	5250	2400	1200	3996	155	
XK8 4.0 con	96-02	9750	6850	3650	1850	3996	155	
XJR (X308) sal	97-03	9000	6000	2500	1000	3996	155	
XKR 4.0 fhc/con	98-02	11,250	7500	3600	1900	3996	157	
JEEP								
Cherokee	92-01	12,000	7500	2800	800	3960	107	
JENSEN Jensen Owners' Club (joc.org.uk)								
541/R/S	54-63	54,000	40,000	22,500	13,000	3993	123	
C-V8	62-65	52,000	40,000	20,000	11,000	6276	143	
Interceptor MkI	67-69	52,500	37,500	18,500	8500	6276	140	
Interceptor II-III	70-75	46,500	32,500	14,500	7250	6276	140	
FF	67-71	115,000	77,500	55,000	34,000	6276	141	
Interceptor SP	71-73	48,500	35,000	15,500	7750	7212	144	
Interceptor con	74-76	64,000	46,000	28,500	16,000	7212	140	
Jensen-Healey/GT	72-76	15,000	10,500	5000	2000	1973	120	
JOWETT Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)								
Javelin	47-54	11,000	7500	3500	1500	1486	77	
Jupiter	50-54	28,000	22,000	15,000	8000	1486	85	
LAGONDA Lagonda Club (01252 845451)								
2.6-litre	48-53	44,000	29,000	19,000	9500	2580	90	▼
2.6-litre con	49-53	70,000	50,000	30,000	18,000	2580	90	▼
3-litre	53-57	54,000	38,000	26000	12,500	2922	100	▼
3-litre con	53-57	82,500	60,000	36,000	21,000	2922	100	▼
Rapide	61-64	125,000	90,000	60,000	37,500	3995	135	
Saloon 'Wedge'	76-87	70,000	47,500	26,500	18,000	5340	140	
LAMBORGHINI Lamborghini Owners' Club UK (lamborghiniclubuk.com)								
350GT/400GT Inter	64-67	510,000	430,000	340,000	250,000	3497	147	
400GT 2+2	67-68	275,000	220,000	180,000	150,000	3929	150	
Miura P400	66-69	1.4m	1.15m	850,000	600,000	3929	170	
Miura 400S	69-71	1.6m	1.3m	1m	675,000	3929	172	
Miura SV	71-75	3.3m	2.6m	2m	n/a	3929	175	
Islero	68-70	230,000	175,000	135,000	105,000	3929	160	
Jarama	70-78	115,000	80,000	59,000	40,000	3929	162	
Espada I	68-70	135,000	97,500	65,000	37,500	3929	154	
Espada II/III	71-78	107,500	78,500	53,000	30,000	3929	154	
Urraco P250	73-74	72,500	52,000	30,000	20,000	2463	148	
Urraco P300	75-76	82,500	62,000	35,000	22,500	2997	158	
Jalpa	82-86	75,000	50,000	30,000	22,000	3485	153	
C'tach LP400 'Peri'	74-76	975,000	785,000	650,000	500,000	3929	192	
Countach LP400	76-78	450,000	350,000	265,000	185,000	3929	192	
C'tach LP400S	78-82	395,000	325,000	240,000	165,000	3929	164	
Countach 5000	82-90	400,000	310,000	225,000	160,000	5167	179	
Countach 25th Anni	89-90	300,000	240,000	185,000	140,000	5167	179	
Diablo	91-01	170,000	140,000	105,000	75,000	5707	202	
Diablo VT	93-01	190,000	160,000	120,000	95,000	5707	200	
LANCHESTER Daimler & Lanchester Owners' Club (07000 356285)								
Ten (LD10)	46-51	7500	5000	2400	1200	1287	69	
LANCIA Lancia Motor Club (lanciamotorclub.co.uk)								
Aprilia saloon	37-49	25,000	18,000	10,000	5000	1486	80	
Appia saloon	53-63	15,000	10,000	5250	2600	1089	80	
Aurelia B10/21/22	50-55	25,000	19,000	12,000	6000	1754	90	
Aurelia B20GT	53-58	130,000	95,000	65,000	45,000	2451	113	▼
Aurelia B24 Spider	55-56	700,000	560,000	500,000	450,000	2451	115	
Aurelia B24 conv	57-58	260,000	200,000	152,000	110,000	2451	108	
Flaminia saloon	57-70	10,000	7000	3750	1750	2458	100	
Flaminia coupé	59-67	47,500	34,000	20,000	13,000	2775	112	
Flaminia GT/GTL/3C	59-67	75,000	57,500	40,000	25,000	2775	115	
Flaminia convertible	59-67	140,000	92,500	64,000	45,000	2775	110	
Flaminia Sport Zag	59-67	285,000	210,000	155,000	105,000	2775	130	
Flavia saloon	61-70	12,000	7750	3250	1500	1488	105	
Flavia coupé 1.5/1.8	62-68	25,000	17,500	8000	4000	1800	112	
Flavia Sport Zagato	63-67	54,000	42,500	30,000	16,500	1800	120	
Flavia 2000 saloon	70-74	13,500	8500	4000	1600	1991	110	
Flavia 2000 coupé	69-73	16,750	12,000	6250	2750	1991	115	
Fulvia Berlina	63-73	6750	4000	1750	800	1216	100	
Fulvia coupé	65-76	20,000	15,000	6500	2750	1298	96	
Fulvia Sport Zagato	68-72	34,000	24,000	16,000	8250	1298	109	
Fulvia HF SI/SII	68-72	48,000	34,000	20,000	12,500	1584	115	
Stratos	72-74	525,000	440,000	350,000	260,000	2418	130	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Beta sal	72-81	6500	4250	1750	650	1995	118	
Beta Coupé 1.6/2.0	73-84	7500	5000	2100	900	1995	114	
Beta Coupé Volumex	83-84	11,000	7750	3500	1500	1995	126	
Beta Spider 1.6/2.0	75-82	11,000	7750	3400	1500	1995	114	▲
Beta HPE	75-85	8250	5750	2900	1100	1995	116	
Beta HPE Volumex	83-85	12,000	8000	3750	1750	1995	116	
Montecarlo	75-84	25,000	18,000	9000	4000	1995	120	
Gamma	76-84	5500	3500	1650	750	2484	121	
Gamma Coupé	76-84	10,000	7000	3200	1300	2484	121	
Rally 037 Stradale	82-83	495,000	420,000	325,000	275,000	1995	128	
Delta S4 Stradale	85-87	325,000	250,000	175,000	n/a	1759	140	
Delta HF Turbo	84-90	12,000	8000	3750	1750	1585	121	
HF Integrale	87-91	33,500	24,000	13,000	6750	1995	134	
Integrale Evo 1	91-93	65,000	50,000	32,000	16,000	1995	135	
Integrale Evo 2	93-95	88,000	67,500	42,000	20,000	1995	136	
LAND ROVER Series I Club (01363 82666); SII Club, PO Box 251, Barnsley S70 5YN								
Series I 80in	48-53	43,000	27,500	14,000	5750	1595	60	
Series I	53-58	32,000	18,000	8000	2000	1997	60	
SII/IIA 2.2/2.6 88in	58-71	22,500	12,500	5000	1600	2286	69	
SII/IIA 2.2/2.6 109in	58-71	24,000	13,500	5500	1750	2625	75	
SIII 2.2/2.6/3.5	71-85	20,000	12,000	3600	1250	2625	73	
SIII Stage 1 V8	79-83	22,000	13,500	5500	1950	3528	86	
Defender	84-90	14,500	10,000	3650	1750	2495	77	
Defender V8	85-90	20,000	13,500	5750	2400	3528	86	
Defender Tdi	90-98	19,000	12,000	5500	2000	2495	80	
Defender Td5	98-07	22,500	14,500	6000	3000	2495	85	
Range Rover 2dr	70-72	42,750	32,500	18,000	8500	3528	96	▲
Range Rover 2dr	73-78	36,000	25,000	13,000	5000	3528	99	
Range Rover	78-89	25,000	16,000	4500	1250	3528	106	
Range Rover 3.9SE	89-96	18,500	10,000	4000	1000	3947	108	
Range Rover 4.2LSE	92-95	28,000	20,000	7000	2400	4192	110	
LEA-FRANCIS Lea-Francis Owners' Club (01865 407515)								
14hp/14/70 saloon	46-54	12,000	8500	4650	2000	1767	75	
14hp/2½-litre Sports	50-53	45,000	28,000	20,000	12,000	2496	100	
LOTUS Club Lotus (01362 694459); Historic Lotus Register (01293 871541); Lotus DC (01926 859918); Lotus 7 Club (07000 572582); Lotus Cortina Register (01923 776219)								
Elite	57-63	77,500	62,500	44,000	26,000	1216	113	
Seven SII	60-68	33,000	22,000	14,000	9000	1098	92	
Super Seven 1.3-1.6	61-69	35,000	25,000	16,000	11,000	1498	103	
Seven SIII 1.3/1.6	68-70	27,000	19,500	13,000	8250	1599	108	
Seven S4	69-73	16,000	11,500	7000	3500	1599	108	
Lotus Cortina MkI	63-64	64,000	49,000	33,000	25,000	1558	108	
Lotus Cortina MkI	64-66	56,000	42,500	28,000	20,000	1558	107	
Cortina II Lotus	67-70	32,000	26,000	17,500	11,500	1558	102	
Elan S1 dhc	62-64	37,500	29,000	20,000	13,000	1558	119	
Elan S2-S3 dhc	64-68	33,500	25,000	16,000	10,000	1558	120	
Elan S4 dhc	68-71	29,500	22,000	14,000	9250	1558	120	
Elan S3/S4 cpé	66-71	27,000	20,000	12,000	7250	1558	123	
Elan Sprint con	71-73	45,000	35,000	24,000	15,000	1558	121	
Elan Sprint Coupé	71-73	37,000	28,000	20,000	12,500	1558	121	
Elan Plus 2	67-74	27,500	19,500	10,000	5750	1558	121	
Europa S2	67-71	17,500	12,500	6850	4250	1470	110	
Europa TC/Special	71-75	28,000	18,500	11,000	6000	1558	123	
Elite, Eclat	74-82	11,000	7500	2900	1000	2174	129	
Esprit S1	76-78	40,000	31,000	22,000	15,000	1973	124	
Esprit S2	78-81	29,500	22,000	14,000	9000	1973	130	
Esprit Turbo	80-87	37,500	26,500	14,000	8000	2174	148	
Esprit S3	82-87	26,500	20,000	11,500	6000	2174	134	
Excel	82-88	10,000	7000	3000	1500	2174	130	
Esprit X180	87-90	24,000	17,500	9250	5250	2174	135	
Esprit Turbo/SE	87-92	32,000	22,000	12,000	6750	2174	156	
Esprit S4 Turbo	93-96	39,000	29,000	15,000	8500	2174	161	
Esprit GT3	96-99	38,500	29,500	17,500	12,500	1973	163	
Esprit V8	96-04	55,000	40,000	30,000	20,000	3506	175	
Carlton/Omega	90-92	67,500	47,500	25,000	16,000	3615	177	
Elan SE turbo	89-92	9950	6500	3600	1950	1588	137	▼
Elan S2	94-95	10,500	7250	4250	2400	1588	137	▼
Elise S1	95-00	21,000	15,000	10,750	6750	1796	126	
Elise S2	00-05	17,000	13,000	10,500	8250	1796	125	
Elise 111/S	99-05	20,000	15,750	12,250	10,000	1796	132	
340R	00-02	35,000	28,500	22,000	16,000	1796	133	
Exige S1	00-02	31,000	24,000	17,000	13,500	1796	136	
MARCOS Marcos Owners' Club (01384 561524); Club Marcos Int (01225 707815)								
GT1800	64-66	20,000	16,000	11,500	7000	1780	115	
1500/1600	66-68	22,000	17,000	12,000	7500	1598	117	
3-litre	69-72	21,750	16,000	11,000	6750	2978	120	
Mini-Marcos	65-74	8500	6500	3250	1600	1275	100	
Coupé/Mantula	81-87	14,500	10,000	6000	3500	2792	130	
Mantara	93-97	15,750	12,500	10,000	7500	3946	158	
MASERATI Maserati Club (01494 717701)								
A6G/2000 Zag. cpé	54-57	2.6m	1.75m	1.4m	1.1m	1986	131	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
A6G/2000 coupé	54-57	550,000	475,000	400,000	350,000	1986	131	
3500GT coupé	58-64	160,000	130,000	97,500	70,000	3485	142	
3500GT Spider	58-64	440,000	385,000	300,000	225,000	3485	140	
Sebring 3.5/3.7/4.0	62-66	150,000	117,500	90,000	52,500	3485	138	
Mistral coupé	63-70	140,000	110,000	72,500	37,500	3692	147	
Mistral Spyder	64-70	425,000	365,000	275,000	200,000	3692	147	
Quattroporte 4.1/4.7	63-71	60,000	40,000	25,000	15,000	4136	130	
Quattroporte III	79-90	20,000	13,000	6500	3500	4930	122	
Mexico	65-72	95,000	70,000	42,000	27,500	4719	150	
Indy	66-74	60,000	45,000	34,000	23,000	4719	156	▼
Ghibli 4.7	67-70	185,000	150,000	90,000	59,000	4719	155	
Ghibli Spyder	69-71	475,000	400,000	350,000	275,000	4719	154	
Ghibli 4.9 SS	70-73	225,000	175,000	110,000	70,000	4930	172	
Ghibli SS Spyder	71-72	575,000	500,000	425,000	360,000	4930	170	
Bora 4.7/4.9	71-79	167,500	130,000	85,000	45,000	4719	160	
Merak	72-75	42,500	30,000	20,000	12,000	2965	135	
Merak SS	76-83	57,500	42,500	25,000	15,000	2965	147	
Khamsin	74-82	130,000	90,000	60,000	39,000	4930	151	▼
Kyalami 4.1/4.9	76-83	57,500	45,000	28,500	15,000	4930	150	
Biturbo 220-425	81-88	10,000	6000	2500	1200	2491	138	
Biturbo Spyder	84-94	13,250	8500	4000	2000	2491	138	
Ghibli II	94-97	17,500	12,000	5750	2850	2790	155	
Quattroporte IV	94-01	10,500	8000	5000	2650	2790	158	
3200GT	98-01	15,000	10,500	6500	4500	3217	180	
4200GT	02-07	14,500	10,500	6750	4750	4244	177	
MATRA								Matra Enthusiasts' Club (01892 652964)
Bagheera	73-79	13,000	8000	3500	1250	1442	102	
Murena	80-83	14,000	9000	4000	1500	2155	121	
MAZDA								mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)
Cosmo 110S	67-72	90,000	65,000	40,000	25,000	982	125	
RX7	78-86	15,000	10,000	4500	1250	2292	119	
RX7 S2	86-91	7000	4750	2250	900	2254	140	
RX7 S3	92-95	8000	6500	4000	2000	2608	156	
MX-5	90	6000	4000	1850	1000	1597	121	
MX-5	91-97	4750	3000	1250	500	1839	123	
McLAREN								
F1	93-98	16.9m	15.8m	15m	13.5m	6064	240	
MERCEDES-BENZ								M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)
500K Cabrio A/B/C	34-36	1.25m	1m	700,000	450,000	5016	102	
500K Sports/Rdster	34-36	3m	2.5m	1.95m	1.3m	5016	102	
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104	
540K Cabrio A	36-39	1.9m	1.4m	1m	900,000	5401	101	
540K Cabrio B/C	36-39	1.1m	875,000	600,000	450,000	5401	100	
540K Special Rdster	36-39	5.75m	4.85m	4m	3m	5401	106	
180/190 Ponton sal	53-62	16,500	11,500	5500	2500	1897	87	
219/220S Ponton sal	56-59	19,500	14,000	6750	3500	2195	101	
220S/SE cabrio	56-60	110,000	75,000	45,000	26,500	2195	101	
220S/SE coupé	57-60	54,000	37,500	23,500	15,000	2195	101	
300A/B/C/D sal	51-62	56,500	36,500	20,000	10,000	2996	101	
300 cabrio D	57-62	200,000	145,000	90,000	50,000	2996	100	
300S cab/rdstr	52-55	375,000	300,000	200,000	140,000	2996	112	▼
300Sc cab/rdstr	55-58	550,000	420,000	300,000	200,000	2996	112	▼
300Sc coupé	55-58	300,000	250,000	200,000	140,000	2996	112	▼
300SL Gullwing	54-57	1.45m	1.15m	950,000	750,000	2996	145	
300SL roadster	57-63	1.4m	1.1m	800,000	625,000	2996	130	
190SL roadster	55-63	122,000	86,000	56,500	38,500	1897	109	
190/200 Fintail sal	61-68	13,000	9500	4000	1750	1988	90	
220/230 Fintail sal	59-68	16,500	11,500	5250	2250	2281	100	
300SE/L Fintail sal	61-65	30,000	20,000	8500	3250	2996	109	
220SEb coupé	61-65	42,500	30,000	16,000	9500	2195	107	
220SEb cabrio	61-65	100,000	65,000	35,000	19,500	2195	107	
300SE coupé	62-67	65,000	46,500	27,500	17,500	2996	110	
300SE cabrio	62-67	155,000	120,000	70,000	47,500	2996	109	
230SL sports	63-67	87,500	62,500	34,000	21,000	2306	121	
250SL sports	67-68	92,500	65,000	36,000	23,000	2496	121	
280SL sports	67-71	115,000	75,000	40,000	26,000	2778	121	
600 saloon	64-81	100,000	75,000	43,000	25,000	6330	120	
250/280S/SE sal	65-72	19,500	13,000	5500	2250	2778	116	
250SEC/280SEC cpé	65-69	55,000	37,500	22,200	13,500	2778	116	
250/280SE cab	65-69	125,000	90,000	44,000	24,000	2778	116	
280SE cpé (low grille)	70-72	50,000	35,000	20,500	13,000	2778	116	
280SE cab (low grille)	70-72	100,000	77,500	40,000	22,500	2778	116	
280SE 3.5 coupé	69-71	100,000	75,000	39,500	25,000	3499	127	
280SE 3.5 cabrio	69-71	240,000	182,500	130,000	95,000	3499	127	
300SE/SEL sal	65-69	22,000	14,000	6000	2500	2996	115	
280/300SE/SEL 3.5	69-72	25,000	16,500	7500	3500	3499	128	
300SEL 6.3 saloon	67-72	50,000	37,000	22,500	10,000	6329	132	
200/220/230.4 sal	67-76	12,000	7500	3250	1250	2197	105	
230.6/250/280 sal	67-76	12,500	8000	3500	1400	2746	125	
250CE/280CE coupé	68-76	18,000	12,000	6000	2500	2746	125	
280/350/380/420SL	71-89	29,500	19,000	7500	2750	4196	130	
500/560SL sports	82-89	38,500	24,000	10,000	3750	5547	142	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
300SL (R107)	85-89	35,000	22,000	9500	3750	2962	124	
350/380/450SLC cpé	71-81	22,500	14,000	5000	1750	4520	137	
280S/SE sal	72-80	12,000	7500	3250	1250	2746	118	
350/450SE/SEL sal	72-80	17,500	12,000	5000	1600	4520	130	
200/230E sal	75-84	11,750	8000	3600	1500	2299	114	
250/280E sal	75-84	12,000	8250	3750	1650	2746	124	
230/280CE coupé	77-85	16,000	11,500	5000	2000	2746	125	
G-wagon (W460)	79-92	27,500	17,500	7500	3500	2746	102	
450SEL 6.9 sal	76-80	38,500	27,000	13,500	6750	6834	140	
280SL-SL320 (R129)	89-01	14,000	9000	3600	1600	2960	142	
500SL/SL500 (R129)	89-01	17,500	11,250	4750	2300	4973	155	
600SL/SL600 (R129)	92-01	26,500	18,500	7750	3750	5987	155	
380/420/500SEC	81-91	19,000	13,000	6000	2000	4973	138	
560SEC	86-91	21,000	14,500	8000	3000	5547	151	
300SE-500SE sal	80-91	9750	6250	2200	850	4973	147	
500/560SEL sal	80-91	13,000	8000	2900	1200	5547	156	
190E sal	82-92	7500	5500	2200	850	1997	119	▲
190E 2.3/2.5-16	83-92	30,000	20,000	10,000	6000	2299	143	
W124 Coupé	87-95	8500	5500	2000	650	2962	139	
E220, E320 Cabrio	91-97	18,000	12,000	5500	2650	3199	142	
W124 sal/est	84-95	8500	5250	1850	650	3199	146	▲
500E saloon	90-95	45,000	35,000	17,500	10,000	4973	155	
SLK230 Komp'	97-04	4500	2750	1000	500	2295	140	
SL55 AMG	02-08	17,500	12,500	8500	5750	5439	155	
SLR McLaren	03-10	220,000	175,000	150,000	n/a	5439	208	
MESSERSCHMITT								Owners' Club (01293 871417); Enthusiasts' Club (01483 769270)
KR175/200	53-64	25,000	17,500	11,000	6500	191	65	
TG500 Tiger	58-61	100,000	80,000	60,000	40,000	493	75	
MG								Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)
SA saloon	36-39	37,500	30,000	22,000	13,000	2322	80	
SA tourer/dhc	36-39	62,500	46,000	30,000	19,000	2322	80	
VA saloon	37-39	27,500	20,000	13,000	8000	1548	80	
VA tourer/dhc	37-39	37,500	25,000	17,500	11,000	1548	81	
WA saloon	38-39	45,000	35,000	25,000	15,000	2561	91	
WA tourer/dhc	38-39	80,000	60,000	40,000	24,000	2561	91	
TA/TC	36-49	32,000	20,000	13,000	8750	1250	78	▼
TD	49-53	21,500	15,000	10,000	6000	1250	80	
TF1250/1500	53-55	29,000	20,000	13,000	7000	1466	85	
YA/YB	47-53	15,000	9750	4200	1250	1250	71	
Magnette ZA/ZB	53-59	15,500	9500	4500	2000	1489	82	▼
MGA Roadster	55-62	30,000	20,000	12,000	7500	1489	98	
MGA Coupé	56-62	23,500	16,000	10,000	6000	1489	98	
MGA Twin Cam Rdstr	58-60	46,500	33,000	23,000	14,500	1588	115	
MGA Twin Cam Cpé	58-60	37,000	27,000	17,500	12,000	1588	115	
Magnette III/IV	59-68	10,000	6750	2900	1350	1622	87	
1100/1300	62-71	10,000	7000	2950	1300	1275	97	
MGB roadster p/h	62-65	20,500	14,500	7500	4000	1798	103	
MGB roadster	65-67	17,000	12,000	6000	3000	1798	103	
MGB GT	65-67	15,000	10,000	4900	2250	1798	103	
MGB MkII roadster	67-71	16,250	11,000	5400	2500	1798	103	
MGB MkII GT	67-71	13,000	8400	3750	1600	1798	103	
MGB MkIII roadster	71-74	15,750	10,000	5000	2250	1798	100	
MGB MkIII GT	71-74	11,500	7750	3400	1500	1798	96	
MGB roadster	75-80	11,000	7500	3000	1250	1798	96	
MGB GT	75-80	9500	6000	2250	850	1798	104	
MGC roadster	67-69	26,500	17,500	9750	4250	2912	120	
MGC GT	67-69	24,500	15,000	7500	3650	2912	120	
MGB GT V8 chrome	73-74	24,000	14,500	7950	3750	3528	125	
MGB GT V8 rubber	74-76	20,000	12,500	6400	3000	3528	125	
Midget MkI	61-64	12,250	8250	4000	1750	948	86	
Midget MkII	64-66	11,750	8000	3650	1600	1098	90	
Midget MkIII	66-74	12,000	8000	3250	1250	1275	96	
Midget 1500	74-79	7500	5000	1650	600	1498	101	
Metro	82-90	7000	5000	2650	1400	1275	100	
Metro Turbo	83-89	13,500	9750	5000	2500	1275	110	
Montego Turbo	85-91	9000	6500	3500	1850	1994	124	
Maestro Turbo	89-91	15,500	11,500	7000	4000	1994	128	
Metro 6R4	85-86	140,000	115,000	85,000	62,500	2991	120	
RV8	93-96	19,000	14,500	10,000	6250	3946	136	
MGF/TF	95-05	3500	2000	800	375	1796	126	
ZT260 V8	03-05	11,000	7750	4750	3250	4601	155	
MITSUBISHI								
Starion Turbo	82-89	14,000	10,000	4500	2000	1997	133	
3000GT/GTO	90-01	8000	5750	2750	1250	2972	153	
Evo IV-VI	97-99	27,500	20,000	11,000	5500	1997	150	
MORGAN								Sports Car Club (01384 254480); Three-Wheeler Club (01823 277852)
4/4 Series I	36-50	32,000	22,000	15,000	7750	1267	70	
Plus 4 (Vanguard)	50-53	32,500	22,500	14,000	8000	2088	85	
Plus 4 (TR)	54-69	34,000	24,000	16,000	8250	1991	96	
Plus 4 SS	61-69	60,000	45,000	27,500	18,000	2138	120	
4/4 SII/III/IV/V	54-68	26,500	19,000	12,500	7600	1498	85	
4/4 1600/CVH	68-93	22,500	18,000	10,250	6500	1597	105	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
4/4 1800 (Zetec)	93-06	20,500	16,000	12,000	7750	1796	106	
Plus 4	85-87	21,000	16,000	11,000	8000	1994	109	
Plus 4	88-00	21,000	16,500	12,000	8250	1994	115	
Plus 8	68-72	44,000	30,000	20,000	13,000	3528	125	▼
Plus 8	73-86	37,000	24,000	16,500	11,500	3528	125	▼
Plus 8 injection	84-04	32,000	23,000	15,000	10,000	3528	125	▼
MORRIS								Morris Register (01934 832340); Morris Minor Owners' Club (01332 291675)
Minor MM lowlamp	48-51	13,000	9000	4500	2250	918	64	
Minor MM L-L Tourer	48-51	20,000	12,500	6750	3500	918	64	
Oxford MO	48-54	7000	5000	2400	1100	1476	72	
Six	49-54	7650	5250	2500	1200	2215	86	
Minor MM/SII	50-56	9000	6750	2850	1100	803	63	
Minor MM/SII conv.	50-56	13,500	9000	3750	1850	803	63	
Minor SII Traveller	53-56	16,500	11,000	4600	1600	803	63	
Minor 1000	56-70	10,500	7000	3000	1000	1098	77	
Minor 1000 conv.	56-69	15,000	9500	4000	1850	1098	77	
Minor 1000 Traveller	56-71	17,000	11,500	4850	1400	1098	76	
Isis	55-58	6750	4850	2250	1000	2639	90	
Oxford/Cowley II-III	54-60	5750	3750	1650	800	1489	78	
Oxford V-VI	59-71	8000	5500	2250	1100	1622	80	
Marina Coupé	71-78	3500	2250	1100	550	1798	95	
Marina TC/GT	71-78	4000	2500	1300	700	1798	100	
NISSAN								
300ZX Turbo	84-89	10,250	7000	3250	1500	2960	149	
300ZX	89-00	14,500	9500	4000	2000	2960	155	
Figaro	91	8000	5200	2000	1000	987	98	
Skyline GT-R R32	89-94	52,000	40,000	22,000	15,000	2568	155	
Skyline GT-R R33	95-99	47,500	37,500	20,000	12,500	2568	155	
NSU								NSU Owners' Club (01883 744431); Ro80 Club (01274 484091)
Prinz	58-72	9000	6000	2750	1200	598	71	
Sport Prinz coupé	59-67	9500	6750	3000	1500	598	76	
Wankel spider	64-67	15,500	11,750	6250	3500	497	95	
1000	64-72	7500	5000	2400	1200	996	80	
1200TT	67-72	18,500	12,750	8000	5000	1177	110	
Ro80	67-76	13,000	9000	4000	1250	995	108	
OPEL								Vauxhall-Opel Drivers' Club (01362 692020); Opel Manta OC (manta.club.org)
Commodore/GS/E	67-77	10,000	6000	2650	1250	2490	121	
GT	68-73	15,500	11,000	5500	2600	1897	111	
Manta A coupé	70-75	15,000	10,000	5000	2400	1897	105	
Manta GT/E	75-88	13,500	9500	4500	2000	1979	122	
Monza cpé	78-87	12,500	8250	3600	1600	2968	128	
PANHARD								Panhard et Levassor Club GB (0161 483 8262)
PL17 saloon	59-64	8750	6000	2750	1400	845	75	
24CT coupé	64-67	15,000	10,000	4750	2250	845	100	
PANTHER								Panther Car Club Ltd (07971 866829)
J72	72-81	42,500	30,000	20,500	15,000	4235	115	
De Ville	74-85	65,000	42,500	32,000	24,000	5343	135	
Lima/Kallista	76-90	13,000	10,000	5000	2750	1596	98	
Kallista 2.8/2.8i/2.9i	82-90	14,500	10,750	5750	3250	2933	112	
PEERLESS/WARWICK								TR Register (01235 818866)
GT	57-62	27,500	20,000	11,500	7000	1991	105	
PEUGEOT								Club Peugeot UK (020 8888 8772)
203 saloon	48-60	8500	6500	3000	1350	1290	70	
403 cabrio	57-61	36,000	25,000	15,000	7500	1468	81	
204/304 saloon	65-74	4000	2750	1400	750	1288	90	
204/304 coupé	67-75	7500	5500	2500	1200	1288	90	
204/304 cabrio	67-75	11,500	8250	3650	1600	1288	88	
404 saloon	60-75	8000	5750	2850	1400	1618	90	
504 saloon	68-83	3850	2750	1350	650	1971	104	
504 cabrio	69-83	24,000	16,000	8500	4500	1971	105	
504 coupé	69-83	11,250	7750	3750	1750	1971	107	
504 V6 cabrio	74-83	28,500	19,000	11,000	5500	2664	117	
205 T16	83-85	200,000	160,000	135,000	115,000	1774	130	
205GTi 1.6	84-90	19,500	12,500	4950	1650	1580	122	
205CTI cabrio	86-92	7500	5000	2200	900	1580	120	
205GTi 1.9	87-94	24,000	15,000	6000	1900	1905	126	
309GTi	87-93	12,500	9000	4000	1500	1905	122	
106 Rallye S1/S2	94-99	9000	6250	3000	1500	1587	121	
106 GTI	96-04	7600	5400	2500	1250	1587	122	
406 Coupé	97-03	3500	2000	800	450	2946	141	▲
PIPER								Piper Sports and Racing Car Club, email: contact@thepiperclub.org.uk
GTT/P2 1.6	68-74	25,000	18,500	13,500	9500	1599	115	
PORSCHE								Porsche Club GB (01608 652911); Enthusiasts' Club (01246 279358)
356 pre-A Gmund	49-50	1.25m	1m	725,000	625,000	1086	90	
356 pre-A	51-55	210,000	150,000	120,000	90,000	1488	90	
356 cabrio 1.3/1.5	51-55	275,000	185,000	155,000	115,000	1488	90	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
356 Speedster	54-58	310,000	250,000	195,000	157,500	1488	92	
356 Convertible D	58-59	200,000	140,000	100,000	65,000	1488	92	
356A	55-59	100,000	70,000	42,000	27,000	1582	113	
356B/C	60-65	82,500	57,500	33,500	22,000	1582	113	
356A cabrio	55-59	150,000	107,500	75,000	48,500	1582	113	
356B roadster	60-61	172,000	130,000	80,000	50,000	1582	113	
356B/C cabrio	60-65	140,000	105,000	70,000	42,000	1582	113	
356A/B Carrera	55-62	450,000	330,000	260,000	200,000	1582	113	
Carrera 2	63-65	420,000	335,000	275,000	240,000	1966	125	
911 2.0	64-65	175,000	135,000	100,000	65,000	1991	131	
911/L 2.0	66-68	125,000	90,000	57,500	40,000	1991	131	
911S 2.0	66-69	165,000	125,000	85,000	60,000	1991	140	
912	65-69	59,500	43,500	27,500	17,500	1582	112	
911T	67-73	77,500	57,500	34,500	24,000	2195	131	
911E	68-73	90,000	69,000	39,500	27,500	2341	138	
911S 2.2	69-71	137,500	105,000	75,000	53,000	2195	144	
914-4	69-75	25,000	17,500	8000	4000	1795	112	
914-6	69-72	84,000	60,000	37,500	25,000	1991	125	
911S 2.4	71-73	160,000	115,000	80,000	57,500	2341	144	
Carrera RSL	72-73	900,000	650,000	500,000	400,000	2687	149	
Carrera RST	72-73	575,000	385,000	275,000	195,000	2687	149	
911 2.7	73-77	42,000	32,000	18,000	11,000	2687	135	
911S 2.7	73-77	55,000	42,000	27,500	17,500	2687	140	
Carrera 2.7MFI	73-77	210,000	155,000	110,000	85,000	2687	148	
911 Turbo (930) 3.0	75-77	160,000	125,000	100,000	72,000	2995	156	
Carrera 3.0	76-77	82,500	54,000	38,000	25,000	2994	146	
924	76-85	6000	3950	1600	750	1984	126	
924 Turbo	78-83	17,500	11,500	5750	2500	1984	144	
924 Carrera GT	80-81	70,000	55,000	37,500	26,500	1984	150	
924S/Le Mans	85-88	9250	6250	2500	1250	2479	136	
928/S/S2	77-87	26,000	18,000	10,000	3000	4664	155	
928S4	86-95	28,000	19,000	10,500	4500	4957	161	▼
928GT	89-92	32,500	22,000	14,000	7000	4957	168	▼
928GTS	91-95	56,500	40,000	24,000	12,000	5396	171	▼
911 Turbo (930) 3.3	77-90	145,000	110,000	75,000	47,500	3299	160	
911 Turbo Cabrio	86-90	127,500	95,000	60,000	42,000	3299	158	
911SC 3.0	77-83	60,000	46,500	29,000	16,000	2994	149	▲
911 Carrera 3.2	83-89	55,000	40,000	23,000	14,000	3164	158	
911 Carrera cabrio	83-89	50,000	36,000	22,000	13,500	3164	155	
Carrera Supersport	84-89	80,000	60,000	40,000	26,500	3164	158	
911 Speedster	88-89	147,500	120,000	90,000	60,000	3164	158	
959	87-88	1.1m	900,000	750,000	575,000	2994	190	
Carrera Club Sport	87-89	130,000	100,000	75,000	48,000	3164	154	
944	82-87	11,500	7400	3000	1200	2479	134	
944 Turbo	85-91	25,000	17,000	8500	4000	2479	157	
944S	86-88	12,500	8250	3500	1500	2479	140	
944S2	88-92	14,500	10,500	4400	1900	2990	149	
944S2 Cabrio	89-92	18,000	12,000	5250	2400	2990	149	
944 Turbo Cabrio	91-92	28,000	20,000	14,000	7500	2479	150	
911 (964)	89-94	67,500	50,000	30,000	20,000	3600	158	
911 Turbo (964)	90-94	140,000	110,000	75,000	40,000	3299	167	
911 Carrera RS (964)	92-94	250,000	190,000	155,000	130,000	3600	162	▼
968	92-95	16,500	13,000	7500	4000	2990	150	
968 Sport	94-95	24,000	16,500	9750	5750	2990	151	
968 Club Sport	93-95	42,000	28,500	15,750	8000	2990	154	
911 Carrera (993)	94-97	67,500	50,000	32,500	22,500	3600	160	
911 Turbo 4 (993)	95-98	165,000	130,000	90,000	60,000	3600	180	
911 Turbo S (993)	97-98	320,000	260,000	190,000	150,000	3600	182	
911 C4S/C2S (993)	95-97	97,500	77,500	52,500	32,500	3600	171	
911 Carrera RS (993)	94-95	335,000	275,000	230,000	185,000	3746	172	
911RS Clubsport	95-96	350,000	300,000	255,000	200,000	3746	175	
911 GT2 (993)	95-98	990,000	800,000	685,000	500,000	3600	187	
Boxster 2.5	96-99	6500	4650	2600	1700	2480	149	
Boxster 2.7	99-04	7500	5500	3200	1950	2687	156	
Boxster 3.2S	99-04	10,000	7000	3850	2500	3179	164	
911 Carrera (996)	97-05	24,000	17,000	10,500	6750	3387	170	
911 GT3 (996)	99-05	77,500	60,000	42,000	35,000	3600	188	
911 Turbo (996)	99-05	43,500	32,500	24,000	20,000	3600	189	
911 GT2 (996)	01-05	108,000	92,000	80,000	70,000	3600	198	
RELIANT	Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)							
Sabre 4/6	61-64	11,000	8750	5750	2600	2553	110	
Scimitar SE4/a/b	64-70	16,000	10,000	4000	2000	2994	121	
Scimitar GTE SE5/5a	68-75	12,000	7750	2850	1100	2994	123	
Scimitar GTE SE6/6a	75-80	10,500	7000	2600	1000	2792	120	
Scimitar GTC	80-85	13,000	8250	3500	1600	2792	119	
Scimitar GTE SE6b	80-86	9750	6850	2650	1000	2792	122	
Middlebridge Scim'	88-90	30,000	24,000	16,000	10,000	2933	140	
Scimitar SS1	85-89	5000	3200	1350	550	1596	108	
Scimitar SS1 1800Ti	86-89	5900	4000	1750	800	1809	126	
RENAULT	Renault Owners' Club (renaultownersclub.com/)							
4CV	47-61	8500	6000	3600	2000	747	65	
Dauphine	54-63	9000	6000	2500	1100	845	70	
Dauphine Gordini	58-67	15,000	10,500	5000	2500	845	83	
Floride/Caravelle cpé	59-68	11,000	8000	3500	1600	1108	90	
Floride/Caravelle con	59-68	13,000	9000	4400	2000	1108	90	
R4	62-80	8250	5500	2250	1000	1108	72	
R8/R10	62-71	6400	4250	2000	800	1108	84	
R8 Gordini	67-70	32,500	25,000	17,000	12,000	1255	108	
16GL/DL/TS/TX	65-79	11,500	8000	3500	1500	1565	105	
5 hatch	72-84	4000	2750	1500	700	1289	96	
5 hatch	84-96	3000	2000	1000	450	1397	109	
5 Turbo 2	83-86	85,000	57,500	35,000	25,000	1397	124	
5GT Turbo	86-91	26,500	18,500	8500	4000	1397	123	
Clio Williams	94-95	26,000	17,500	8500	4000	1998	134	▲
RILEY	Riley RM Club (01352 700427); Riley Motor Club (01902 773197)							
RMA/RME 1½ saloon	45-55	14,000	10,500	5500	2500	1496	81	
RMB/RMF 2½ saloon	46-53	18,000	13,000	6500	3400	2443	91	
Roadster RMC	48-50	37,000	23,000	11,500	7000	2443	100	▼
RMD convertible	48-51	28,500	19,500	10,500	6000	2443	91	▼
2.6/Pathfinder	53-59	11,750	7500	3400	1650	2443	101	
One Point Five	57-65	10,000	7000	3000	1500	1489	85	
4/68, 4/72	59-69	11,000	7500	3250	1400	1622	88	
Elf MkI/II 848/998	61-69	8300	6400	3000	1500	998	75	
Kestrel 1100/1300	65-69	7250	5000	2250	1000	1098	87	
ROCHDALE	Rochdale Owners' Club (01364 654419)							
GT	57-61	13,500	8750	4500	2500	1172	85	
Olympic	60-73	11,750	8000	4000	2250	1489	105	
ROLLS-ROYCE	Rolls-Royce Enthusiasts' Club (01327 811788)							
Silver Ghost	07-14	1.65m	1.4m	1.1m	900,000	7428	75	
Silver Ghost	18-25	375,000	300,000	240,000	165,000	7428	78	
Phantom I/II	25-35	300,000	190,000	80,000	30,000	7668	88	
Phantom III	36-39	230,000	140,000	62,000	27,500	7340	92	
Silver Wraith 4.3/4.6	47-59	49,000	35,000	19,000	10,500	4257	92	
Silver Dawn sal	49-55	42,500	29,500	16,000	8000	4566	98	
Silver Dawn PW con	51-55	110,000	85,000	50,000	30,000	4566	98	
Silver Cloud I sal	55-59	38,000	27,000	16,500	8000	4887	101	
SCI Mulliner con	55-59	450,000	325,000	240,000	175,000	4887	101	
Silver Cloud II sal	59-62	44,000	30,000	17,500	8500	6230	115	
SCII Mulliner con	59-62	275,000	200,000	125,000	85,000	6230	112	
Phantom V/VI limo	60-77	125,000	80,000	37,500	22,000	6230	112	
Silver Cloud III sal	62-66	47,000	32,500	18,250	8750	6230	116	▼
SCIII MPW con	62-66	250,000	170,000	95,000	60,000	6230	116	
Shadow/Wraith	66-80	21,000	14,000	6250	2000	6750	120	
MPW/Corniche cpé	66-80	47,500	34,000	18,000	8750	6750	119	
MPW/Corniche con	67-90	70,000	47,000	26,000	15,000	6750	119	
Camargue	75-86	50,000	38,500	24,000	12,500	6750	115	
Silver Spirit/Spur	80-89	13,500	9500	4000	1350	6750	119	
Corniche II/III	87-94	63,000	47,500	35,000	19,000	6750	119	
Flying Spur	94-95	27,500	17,500	12,500	9000	6750	130	
Silver Seraph	98-01	30,000	22,500	17,500	10,000	5379	140	
ROVER	P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560929); Rover P6 Drivers' Club (01902 689975); Rover SD1 Club (08451 306230)							
P3 60	48-49	11,500	8750	3900	1750	1595	75	▼
P3 75	48-49	13,600	10,000	4500	2000	2103	85	▼
P4 75 'Cyclops'	50-52	15,750	11,000	5500	2400	2103	84	▼
P4 60/75/80	52-62	9250	6000	2250	800	2286	85	
P4 90	54-59	10,750	7250	2900	1000	2638	90	
P4 105R	57-58	8500	5950	2200	800	2638	91	
P4 105S/100	57-62	11,000	7500	3250	1350	2638	96	
P4 95/110	62-64	11,000	7250	3000	1100	2625	100	
P5 3-litre	58-67	13,000	7250	2850	1250	2995	107	
P5 Coupé	63-67	17,000	10,500	4750	1900	2995	108	
P5B 3½-litre	67-73	16,750	11,000	5000	2100	3528	113	
P5B 3½-litre Coupé	67-73	32,000	20,000	8750	2750	3528	115	
P6 2000/TC	63-69	8250	5000	2350	1000	1978	115	
P6 2000/2200/TC	70-77	7500	4000	1850	750	2205	112	
P6 3500	68-76	10,000	6500	2250	1100	3528	117	
P6 3500S	71-76	11,500	7500	3000	1400	3528	126	▼
SD1 2.0/2.3/2.6	76-86	6500	4000	1750	750	2597	117	
SD1 3500	76-86	9000	6250	2400	1200	3528	125	
SD1 VdP	80-86	10,000	7000	3000	1400	3528	126	
SD1 Vitesse	82-86	13,500	9000	4250	1850	3528	133	
SD1 Vitesse TP	85-86	24,000	17,500	8000	3250	3528	135	
Mini	90-00	9000	6400	3000	1400	1275	88	
Mini Cooper/S	91-00	13,500	9500	4200	1750	1275	97	
200 BRM LE	98-99	6000	4000	1850	900	1796	127	
75 V8	04-05	9500	7000	4500	3000	4601	150	
SAAB	Saab Owners' Club (07071 719000); Enthusiasts' Club (01942 878738)							
96 Bullnose	60-65	13,500	8750	4250	2250	841	80	
96 Longnose	65-68	13,000	8500	4000	2000	841	79	
Sport/Monte Carlo	62-66	14,500	10,000	5500	3000	841	88	
96/95 V4	67-79	10,000	7250	3500	1400	1498	93	
Sonett	67-74	16,000	11,000	5500	2750	1498	100	
99	68-84	7500	5500	2650	1200	1985	101	
99 Turbo	77-82	14,000	10,000	4750	2200	1985	125	
900 (sal)	79-93	6600	4200	1750	800	1985	106	
900 Turbo (sal/con)	79-93	11,000	8250	3250	1250	1985	133	
900 Convertible	86-93	9500	6000	2500	1000	1985	126	
SIMCA	Simca Club UK (01737 765331)							
1000/1200S coupé	62-71	16,000	11,000	5000	2000	1204	105	
SINGER	Singer Owners (01780 762740); Association of Singer Car Owners (01923 778575)							
9 Roadster/4A/4B	39-52	14,500	9750	5600	3400	1074	70	
SM Roadster/4AD	51-55	14,250	9250	4900	2850	1497	72	
Gazelle saloon	55-67	7500	5000	2250	950	1497	77	
Gazelle con	56-62	11,750	8500	4250	2000	1497	77	
Vogue I-IV 1.6/1.7	61-66	8000	5000	2200	1000	1725	91	
Chamois	64-70	6400	4250	2000	950	875	80	
Chamois coupé	65-70	7000	4750	2400	1100	875	81	
New Gazelle/Vogue	66-70	6000	4000	1650	725	1725	94	
SKODA	Skoda Owners' Club of GB (01279 815183)							
Octavia 1.1/1.2	59-64	4500	3000	1500	800	1089	75	
Felicia convertible	59-64	8500	6000	3000	1500	1221	82	
1000MB, S100	65-77	3500	2400	900	450	988	80	
S110R coupé	70-80	4850	3750	1500	750	1107	90	
Rapid coupé	84-91	3250	2500	1200	650	1289	93	
STANDARD	Standard Motor Club (01676 522181)							
Vanguard I	48-52	9750	6750	3200	1500	2088	79	
Vanguard II/III	53-58	6850	4650	1900	950	2088	79	
Vanguard Sportsman	56-58	6000	4250	2000	1000	2088	83	
V,guard Vig/Lux Six	58-63	5600	4000	1900	1000	1998	87	
Eight	53-59	5250	3600	1650	750	803	61	
Ten/Pennant	54-59	5750	4000	1900	900	948	69	
Ensign/De Luxe	57-63	5500	3850	1850	900	2138	85	
STUDEBAKER								
Avanti	62-64	36,000	27,500	19,500	13,000	4737	120	
SUBARU	The Subaru Impreza Drivers' Club (sidc.co.uk)							
Impreza Turbo	93-00	7500	5000	2200	950	1994	144	
Impreza WRX STi	97-00	12,000	8500	4000	1900	1994	150	
Impreza 22B	98	125,000	100,000	75,000	55,000	1994	154	
Impreza WRX P1	00-01	44,000	36,000	20,000	14,000	1994	150	
SVX	91-97	7500	5000	2000	1000	3300	143	
SUNBEAM	Sunbeam Talbot Alpine Register (01621 778492); Sunbeam Alpine OC 01376 342025); Tiger OC (01207 508296)							
Talbot 80	48-50	8000	5250	2500	1250	1185	72	▼
Talbot 80 Coupé	48-50	11,000	8000	4250	2500	1185	72	
Talbot 90 (all Mks)	48-57	9000	6000	3000	1500	1944	90	▼
Talbot 90 Coupés	49-57	15,000	11,000	6000	3650	1944	90	▼
Alpine convertible	53-55	45,000	30,000	17,500	9000	2267	95	
Alpine I sports	59-60	16,750	10,750	5000	2400	1494	95	▼
Alpine II sports	61-63	13,000	9500	4250	1650	1592	101	▼
Alpine III sports	63-64	16,000	10,500	5250	2200	1592	100	
Alpine IV sports	64-65	12,750	8750	3900	1500	1592	92	▼
Alpine V sports	65-68	19,500	12,500	6000	2500	1725	100	▼
Harrington GT	61-63	28,000	19,000	10,000	4500	1592	105	
Tiger I	64-66	52,500	40,000	22,000	15,000	4261	120	
Tiger II	67-68	70,000	52,500	31,000	22,000	4727	125	
Rapier I-V	55-67	11,500	7500	3500	1500	1725	95	
Rapier II-IIIA con	58-63	14,500	10,000	5000	2250	1592	87	
Rapier/Alpine	67-76	7250	5000	2200	1000	1725	102	
Rapier H120	68-76	9250	6500	3000	1500	1725	106	
Imp Sport	66-76	7750	5000	2500	1200	875	90	
Stiletto	67-72	8750	6250	2750	1300	875	90	
SUZUKI	SCORE (suzuki-cappuccino.com)							
SC100	79-82	3500	2600	1600	800	970	87	
Cappuccino	92-96	6500	4250	1800	750	657	83	
SWALLOW	TR Register (01235 818866)							
Doretti	54-55	60,000	45,000	26,500	16,500	1991	102	
TALBOT	Sunbeam Lotus Owners' Club (01423 734624)							
Sunbeam 1600 Ti	79-81	12,000	7250	3500	1750	1598	107	
Sunbeam-Lotus	79-81	47,500	29,500	15,000	8500	2174	120	
TALBOT-LAGO								
T150 SS 'teardrop'	36-39	4.4m	3.7m	2.9m	2.2m	3996	115	
T26 Record Cabrio	47-50	170,000	140,000	90,000	57,500	4482	108	
TOYOTA	Toyota Enthusiasts' Club (020 8898 0740)							
2000GT	67-70	475,000	400,000	330,000	285,000	1988	128	
Crown 2600 MkI/II	71-79	6500	4500	2000	1000	2563	106	
Celica ST 1.6/2.0	70-77	22,000	15,000	8000	4000	1588	105	
Celica GT 1.6/2.0	74-77	23,500	16,500	8500	4400	1968	111	
Celica Supra 2.8i	82-85	14,000	10,000	5000	3000	2795	126	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Celica GT	85-90	4750	3000	1500	800	1998	130	
Celica GT-Four	86-90	8500	6250	3000	1500	1998	135	
MR2	84-90	12,000	7500	3200	1400	1587	124	▲
MR2 Mk2	90-99	9500	6500	2500	850	1998	137	
Supra	86-93	11,500	8000	3750	1750	2954	135	
Supra Turbo	88-92	16,500	11,500	5250	2400	2954	142	
Supra Turbo	93-02	25,000	16,500	8000	4000	2997	156	
Sera	90-95	4750	3000	1250	600	1496	120	
TRIDENT	Trident Car Club (020 8644 9029)							
Clipper V8	67-78	32,000	22,000	12,000	7000	4727	140	
TRIUMPH	Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)							
Roadster 1800/2000	46-49	24,500	17,500	10,500	5750	2088	77	
1800/2000/Renown	46-54	9500	6750	3200	1600	2088	74	
Mayflower	50-53	5200	3350	1650	750	1247	65	
TR2	53-55	32,500	23,000	12,500	7500	1991	107	
TR3/3A 2.0/2.2	55-61	30,000	21,500	11,500	6000	1991	106	▼
TR4	61-65	29,000	20,000	10,500	5500	2138	109	▼
TR4A	64-67	31,250	22,000	12,000	6500	2138	110	
TR5 PI	67-68	50,000	39,000	24,500	16,000	2498	121	
TR6 'CP'	69-73	26,000	17,250	9750	5250	2498	119	
TR6 'CR'	73-76	22,500	15,000	8750	4500	2498	116	
TR7	75-81	6500	4200	1650	750	1998	110	
TR7 convertible	80-81	8000	5500	2400	1000	1998	109	
TR8	78-81	14,000	9000	5000	2500	3528	135	
TR8 convertible	80-81	15,000	10,000	6000	2850	3528	130	
Herald/S saloon	59-64	6250	4600	1900	950	1147	76	
Herald coupé	59-64	7500	5600	2750	1400	948	79	
Herald conv	60-61	9000	6500	2800	1300	948	79	
Herald 1200	61-70	5850	4250	1600	750	1147	80	
Herald 1200 conv	61-67	8500	6250	2500	1200	1147	80	
Herald 12/50	63-67	6850	4850	1900	950	1147	84	
Herald 13/60	67-71	5750	3750	1500	750	1296	87	
Herald 13/60 conv	67-71	9000	6400	2650	1200	1296	85	
Vitesse 1600	62-66	8500	6000	2600	1200	1596	88	
Vitesse 1600 conv	62-66	12,000	7500	3500	1500	1596	91	
Vitesse 2-litre MkI	66-68	8000	5500	2400	1100	1998	95	
Vitesse MkI conv	66-68	11,500	7250	3400	1500	1998	95	
Vitesse MkII	68-71	8750	6250	2650	1200	1998	102	
Vitesse MkII conv	68-71	14,000	9750	4000	1750	1998	100	▲
Spitfire 4	62-65	20,000	13,500	6500	3000	1147	94	
Spitfire Mk2	65-67	18,000	12,500	5750	2650	1147	94	
Spitfire Mk3	67-70	12,500	8000	3750	1750	1296	100	
Spitfire MkIV/1500	70-78	9500	6750	2750	1100	1493	101	
GT6 MkI	66-68	23,500	14,500	7000	3000	1998	109	
GT6 MkII	68-70	22,000	13,500	6500	2750	1998	109	
GT6 MkIII	70-74	19,250	12,000	5250	2250	1998	112	
2000 MkI	63-69	8250	6000	3000	1400	1998	98	
2000/2500 MkII	69-77	7250	5000	2250	1000	1998	98	▲
2.5PI/2500TC	68-77	8000	4750	2500	1200	2498	107	
2500S	75-77	11,000	6700	3000	1400	2498	108	
Stag	70-77	22,400	14,500	6000	2000	2997	117	
1300/1500 fwd	65-73	6500	4000	1650	700	1296	86	
1300TC fwd	65-70	7000	4500	1850	800	1296	93	
Dolomite 1850	72-81	7000	4650	1900	900	1854	100	
Dolomite Sprint	73-81	17,500	11,750	4200	2000	1998	117	
Acclaim	81-84	2200	1300	650	350	1335	97	
TUCKER	(tuckerclub.org)							
Torpedo	48	1.25m	1.1m	950,000	725,000	5474	120	
TURNER	Turner Register (01895 256799)							
803/950 Sports	55-59	14,000	10,000	5500	2000	948	90	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Climax	58-66	17,500	15,000	10,000	5000	1098	102	
Mark I/II/III	59-66	16,000	12,000	7250	3500	1498	100	
TVR	TVR Car Club (01952 822126)							
Grantura I-1800S	57-67	32,500	24,000	14,000	8500	VAR	107	
Griffith 200/400	63-65	90,000	70,000	47,500	35,000	4727	155	
Tuscan V6	69-71	27,500	18,500	12,500	8000	2994	125	▼
Vixen S1-4	67-73	23,500	16,000	10,500	7000	1599	107	▼
1600M	72-77	19,000	13,000	8000	5000	1599	105	▼
2500M	72-77	18,500	12,500	7000	4650	2498	109	▼
3000M/Taimar	72-79	20,000	14,000	9000	5500	2994	121	▼
3000S convertible	78-79	25,000	17,000	11,000	7000	2994	119	▼
Tasmin/280i fhc/con	80-87	7500	5250	2500	1250	2792	126	
Tasmin/350i inc 2+2	83-89	7000	5000	2750	1550	3528	136	
V8/350i convertible	83-89	10,000	6500	3500	2000	3528	130	
390SE	85-88	10,500	7000	4500	2400	3905	143	
400/420/450SEAC	86-91	20,000	16,000	11,000	7000	4441	165	
400/450SE	88-91	13,000	9250	6250	4250	4441	155	
S 2.8/2.9	86-92	10,500	7500	4000	2000	2922	141	
V8S	91-94	15,000	11,000	8000	6000	3943	150	
Griffith 4.0/4.3	91-93	16,000	12,000	8750	6000	4228	161	
Griffith 500	93-00	21,000	16,000	12,000	8250	4988	161	
Chimaera 4.0/4.3	93-98	15,000	10,500	6500	4500	3950	152	
Chimaera 450/500	96-03	16,500	12,500	8500	6500	4988	162	
Cerbera 4.2	96-03	22,000	16,500	10,000	7000	4280	180	
Cerbera 4.5	97-03	24,000	20,000	16,000	12,500	4441	195	
Cerbera Speed Six	00-03	20,000	16,000	12,000	9500	3948	170	
Tuscan Speed Six	99-05	24,000	21,000	17,000	13,500	3996	184	
Tamora	02-06	22,000	17,500	15,000	12,000	3605	160	
T350	02-06	27,500	22,000	16,500	13,000	3605	175	
Sagaris	04-06	66,000	59,500	50,000	n/a	3996	185	
VANDEN PLAS	VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA17 5PS							
4-litre Princess	57-68	12,000	8000	3750	1650	3995	89	
3-litre I/II	59-64	12,500	8750	3850	1600	2912	105	
4-litre R	64-68	15,000	9500	4000	1750	3909	110	
Princess 1100/1300	63-74	7400	4950	2400	1100	1275	87	
1500/1.5/1.7	74-80	6000	4000	1750	800	1748	90	
VAUXHALL	Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)							
Wyvern/Velox L sal	48-51	9500	6500	2950	1450	2275	75	
Wyvern/Velox E	51-57	13,500	9500	3600	1650	2262	82	
Cresta E	54-57	14,000	10,000	4650	2000	2262	84	
Velox/Cresta PA	57-62	20,000	13,000	5750	2400	2651	94	
Victor F	57-61	10,000	6500	2500	1200	1507	74	
Victor FB	61-64	6500	4600	2000	950	1594	77	
VX4/90 FB	61-64	7500	5200	2600	1250	1507	88	
Velox/Cresta PB	62-65	7250	5000	2200	950	2651	94	
Victor 101 FC	64-67	5250	3750	1800	900	1594	83	
VX4/90 FC	64-67	6750	4500	2250	1100	1594	89	
Cresta PC/Viscount	65-72	6500	4400	2000	950	3293	99	
Victor FD 1.6/2.0	67-72	4000	2650	1300	650	1975	95	
VX4/90 FD	69-72	6500	4250	2000	1000	1975	98	
Ventora FD	68-72	5750	3750	1750	850	3294	105	
Victor FE 1.8/2.3	72-78	3400	2100	1000	550	2279	100	
VX4/90 FE	73-76	4500	3000	1500	750	2279	104	
Ventora FE	72-76	4500	3000	1500	800	3294	106	
Viva HA	63-66	6000	4500	2200	1050	1057	76	
Viva HB	66-70	6500	4500	2000	1000	1159	82	
Viva HB GT	68-70	7500	5500	2750	1500	1975	101	
Viva HC	70-79	5650	3750	1750	800	1256	83	
Firenza/Magnum	72-78	7750	5500	2400	1100	VAR	100	
Firenza Droopsnoot	74-75	16,000	12,000	6500	3750	2279	119	
Chevette 2300HS	78-80	32,500	25,000	16,500	10,000	2279	117	
Chevette HSR	79-80	62,000	49,500	32,000	22,000	2279	125	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Astra GTE MkI	83-84	27,500	20,000	10,000	6500	1796	110	
Astra GTE MkII	84-91	16,000	11,750	6000	2850	1998	134	
Nova GTE	88-90	19,000	13,750	8250	4850	1598	119	
VX220	00-05	14,000	11,000	7500	5000	2198	137	
VX220 Turbo	03-05	17,000	13,500	10,500	9000	1998	151	
VOLKSWAGEN	VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs WS7 8SB							
Beetle (split)	46-53	30,000	19,000	12,500	7500	1131	66	
Cabrio	49-53	40,000	28,500	18,500	10,000	1131	66	
Beetle (oval)	53-57	21,000	14,500	8500	4750	1192	69	
Cabrio	54-58	27,000	18,500	11,500	7000	1192	66	
Beetle 1200/1300	57-68	15,000	9750	4400	1850	1192	72	
Cabrio	58-67	20,000	14,000	6750	3400	1192	72	
Beetle 12/13/1500	68-78	12,500	8500	3400	1100	1493	81	
Cabrio	67-70	16,500	11,500	5750	3000	1493	81	
Beetle 1302/1303	70-75	9250	6250	2750	1000	1584	84	
Cabrio 1302S/1303S	70-80	13,000	9000	4500	1750	1584	82	
Karmann-Ghia cpé	55-74	21,000	14,000	6000	2750	1584	92	
Karmann-Ghia con	58-74	27,500	17,500	8500	4500	1493	87	
Karmann-Ghia T-34	62-69	24,000	15,000	6500	3250	1584	87	
Kombi/Camper	50-67	57,500	37,500	15,000	8250	1493	65	
Camper T2 (Bay)	68-71	26,000	15,500	8250	3750	1584	79	
Camper T2 (Bay)	72-79	23,500	13,500	6500	2750	1970	79	
1500/1600 Type 3	61-73	12,000	8500	3750	1500	1584	87	
411L/E, 412 1.7/1.8	68-74	7250	5000	2400	1200	1795	90	
Scirocco MkI	74-81	13,000	8500	3950	1800	1470	114	
Scirocco MkII	82-92	6750	4750	2250	1100	1781	130	
Golf GTI MkI	75-84	25,000	16,750	7000	2750	1781	116	
Golf GTI MkII	84-91	22,000	15,000	6250	2000	1781	123	
Golf convertible	80-93	14,000	10,000	4000	1600	1781	116	
Golf GTI MkIII	92-97	6900	4600	2500	900	1984	134	
Golf MkIII VR6	92-97	7250	5000	2650	1200	2792	138	
Polo G40	91-94	6750	5000	2500	1250	1272	119	
Corrado	90-95	5500	3750	1650	800	1781	132	
Corrado G60	90-92	11,500	8000	3500	1400	1781	140	
Corrado VR6	92-95	15,000	10,750	4500	1650	2861	146	
VOLVO	Volvo Owners' Club (01705 381494); Enthusiasts' Club (01872 400039)							
PV544 1.6/1.8	59-65	16,000	11,500	5500	2000	1778	95	▼
121/122/122S 4dr sal	55-67	12,000	8250	2500	900	1778	95	
131/132 2dr sal	61-70	12,500	8500	3250	1250	1778	96	
123GT 2dr sal	67-68	19,000	13,000	6000	3000	1778	108	
P1800	61-72	32,500	24,000	11,000	4500	1778	105	
P1800ES	71-73	27,500	20,000	10,000	4000	1986	111	
144/164 sal/est	67-74	9500	6400	2850	1300	2979	115	
244/264 sal/est	74-79	8500	6000	2650	1250	2127	106	
262C coupé	78-81	12,500	8500	4000	1600	2849	109	
240 sal/est	79-93	8500	5600	2500	950	2316	111	
480	85-95	3000	2000	1000	450	1721	112	
480 Turbo	88-95	4000	2750	1250	650	1721	123	
740/760 Turbo	86-92	6750	4750	2200	1000	2316	125	
940 Turbo sal/est	90-96	6000	4000	1850	850	2316	127	
T-5R/850R	95-97	15,000	11,000	5000	2250	2319	155	
V70R	97-00	9500	6750	3000	1500	2319	153	
WOLSELEY	Wolseley Register (0161 368 2388, wolseleyworld.com)							
6/80	48-55	10,500	6750	3000	1500	2215	81	
4/44 & 15/50	52-58	11,000	8000	3850	2000	1489	78	▼
6/90 SI-III	54-59	9500	6250	3000	1500	2639	96	
1500	57-65	8500	6250	2750	1200	1489	77	
15/60, 16/60	59-71	10,250	6900	3000	1300	1622	78	
6/99, 6/110 SI/II	59-68	12,000	8500	4000	1650	2912	98	
Hornet SI-III	61-69	8000	6200	2850	1400	998	77	
1100/1300	65-73	7000	4650	2000	1000	1098	84	▲
18/85, Six	67-75	7750	5000	2200	1000	2227	104	▼

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